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University of London

ACCOUNTS AND PAPERS:

FIFTEEN VOLUMES.

—(12.)—

RELATING TO

TRADE.

Session
19 *February* —— 10 *September* 1835.

VOL. XLVIII.

1835.

ACCOUNTS AND PAPERS:

1835.

FIFTEEN VOLUMES:—CONTENTS OF THE

TWELFTH VOLUME.

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CUSTOMS DUTIES.

—1.—

AN ACCOUNT of the GROSS RECEIPT of CUSTOMS DUTY collected at each CUSTOM HOUSE of the United Kingdom, in the Year ending 5th January 1835; distinguishing the Amount of Repayments for Drawbacks and Bounties, the Amount paid for the Expenses of Office (and other incidental Charges), and the Net Amount remitted from each Custom House to the RECEIVERS GENERAL in *London*, *Edinburgh* and *Dublin*.

—2.—

AN ACCOUNT of the GROSS and NET AMOUNT of the DUTIES collected at each CUSTOM HOUSE, in the Year ending 5th January 1835, compared with the Produce of each Custom House in the Year ending 5th January 1834.

(*Mr. Hutt.*)

Ordered, by The House of Commons, *to be Printed,*
31 *March* 1835.

1.—AN ACCOUNT of the GROSS RECEIPT of CUSTOMS DUTY collected at each CUSTOM HOUSE of the Unite Kingdom, in the Year ending 5th January 1835; distinguishing the Amount of Repayments for Drawbacks an Bounties, the Amount paid for the Expenses of Office (and other incidental Charges), and the Net Amour remitted from each Custom House to the Receivers-General in *London, Edinburgh* and *Dublin.*

ENGLAND.

PORTS.	Gross Receipt 1834.			Repayments on Account of Trade Vouchers.									Other Payments.						Amount Remitted.		
				Drawbacks, Debentures.			Bounties.			Over-entry Certificates.			Salaries.			Incidents.					
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d
London	10,697,263	13	–	77,801	9	10	471,501	7	–	48,334	1	1	187,356	4	9	335,414	4	11	9,576,972	1	–
Aberystwith	175	14	–	-	-	-	-	-	-	-	-	-	510	–	–	472	9	3	1,094	9	3
Aldborough	91	10	3	-	-	-	-	-	-	15	13	6	604	10	–	1,907	6	6	340	19	–
Arundel	3,109	6	10	-	-	-	-	-	-	-	-	-	1,778	19	11	5,266	8	6	794	16	11
Barnstaple	10,569	2	4	-	-	-	-	-	-	-	-	-	939	8	4	987	15	3	7,749	6	11
Beaumaris	2,546	2	9	-	-	-	-	-	-	26	16	9	1,992	19	5	2,006	6	11	2,670	11	11
Berwick	7,299	10	10	18	12	9	-	-	-	11	17	4	2,055	13	10	5,738	12	–	3,567	2	2
Bideford	3,433	6	10	-	-	-	-	-	-	47	4	10	630	–	–	2,240	11	4	1,936	6	4
Blackney & Clay	1,251	1	5	-	-	-	-	-	-	1	3	4	621	6	4	5,422	13	5	218	17	6
Boston	10,803	13	4	-	-	-	-	-	-	32	9	6	970	10	11	3,130	2	5	8,741	10	11
Bridgwater	7,808	16	10	-	-	-	-	-	-	5	16	5	765	9	3	543	8	10	6,009	8	10
Bridlington	25	10	7	-	-	-	-	-	-	-	-	-	595	–	–	3,405	14	2	97	14	–
Bridport	6,364	9	7	-	-	-	-	-	-	5	12	6	468	14	5	2,616	15	6	3,033	5	1
Bristol	1,072,106	14	10	483	12	9	48,863	9	3	3,023	12	10	10,802	8	8	10,931	10	10	998,017	–	4
Cardiff	3,886	4	1	38	6	5	2	12	3	18	12	8	557	18	1	602	15	9	2,832	14	4
Cardigan	587	19	1	-	-	-	-	-	-	1	2	6	605	–	–	911	4	11½	1,657	17	5
Carlisle	24,111	8	5	-	-	-	-	-	-	7	6	7	497	8	11	556	5	4	22,929	19	–
Chepstow	902	7	7	-	-	-	-	-	-	-	-	-	395	–	–	104	10	3	532	5	6
Chester	25,003	19	8	-	-	-	-	-	-	-	-	-	917	5	3	332	3	3	24,387	11	3
Chichester	1,529	19	8	-	-	-	-	-	-	-	-	-	493	–	3	8,082	2	4	2,163	19	8
Colchester	15,972	12	7	-	-	-	-	-	-	20	16	2	799	16	4	3,738	14	–	11,534	12	4
Cowes	1,252	1	9¾	-	-	-	-	-	-	-	-	-	3,356	5	3	12,087	2	1	1,510	5	2
Dartmouth	3,092	17	–	-	-	-	-	-	-	27	1	9	2,571	–	3	8,783	4	6	4,315	7	7
Deal	187	11	6	-	-	-	-	-	-	-	-	-	787	–	–	6,220	2	7	3,979	13	8
Dover	60,897	9	2	138	17	–	-	-	-	1,383	–	5	4,434	18	8	25,690	7	6	28,031	3	5
Exeter	69,745	13	8	-	-	-	-	-	-	46	1	9	3,063	12	–	7,759	12	8	58,700	–	–
Falmouth	21,661	18	3½	2,682	16	3	76	13	8	73	19	6	3,178	7	2	5,513	7	2	14,091	9	–
Faversham	6,283	7	7	-	-	-	-	-	-	8	17	3	994	5	1	14,108	9	8	2,374	4	8
Fowey	12,452	15	8	7,121	8	4	-	-	-	189	7	3	1,268	3	3	4,907	16	4	5,461	13	11
Gloucester	131,105	8	10	-	-	-	-	-	-	442	10	2	1,558	12	1	3,036	15	9	126,624	1	9
Goole	76,908	1	11	-	-	-	-	-	-	62	5	5	800	–	–	1,031	7	4	75,181	11	10
Grimsby	17,310	8	3	-	-	-	158	15	5	80	19	1	3,271	8	2	2,629	18	9	11,373	8	3
Gweek	5,441	3	10	5,684	2	3	-	-	-	-	-	-	393	8	10	2,894	8	11½	2,475	15	6
Harwich	466	4	5	-	-	-	-	-	-	34	19	–	3,824	7	10	4,086	10	6	886	14	9
Hull	682,008	11	2	2,526	16	7	551	14	9	881	6	2	12,071	1	10	15,212	17	6	652,618	13	5
Ilfracombe	290	1	6	-	-	-	-	-	-	-	-	-	328	–	–	1,601	15	8	698	6	8
Ipswich	33,201	11	4	-	-	-	-	-	-	23	13	2	972	15	6	736	14	4	31,477	8	4
Lancaster	46,352	10	11	-	-	-	-	-	-	3	15	–	2,329	17	5	1,382	17	7	43,822	18	10
Llanelly	2,789	5	5	-	-	-	-	-	-	21	19	8	803	10	–	391	3	9	2,002	7	–
Liverpool	3,846,306	9	11	26,677	7	5	99,966	10	3	3,362	18	9	46,447	18	–	47,541	3	7	3,622,339	1	1
Lyme	1,683	18	9	-	-	-	-	-	-	1	10	11	539	10	–	4,284	–	4	311	16	6
Lynn	38,423	13	10	-	-	-	-	-	-	25	10	11	1,616	1	10	2,693	8	10	33,896	7	–
Maldon	4,696	10	2	-	-	-	-	-	-	-	-	-	1,287	10	7	7,552	1	4	1,057	16	2
Milford	10,538	5	–	-	-	-	-	-	-	87	8	2	5,872	10	1	6,190	5	3	4,173	9	2
Minehead	48	16	10	-	-	-	-	-	-	-	-	-	326	5	9	281	9	–	363	19	1
Newcastle	286,918	6	10	851	12	5	58	13	7	479	3	5	5,924	4	2	8,316	13	5	271,258	12	4
Newhaven	11,358	1	4	-	-	-	-	-	-	9	18	8	1,741	14	–	7,619	9	1	1,908	–	10
Newport	8,178	3	8	24	16	–	5	18	3	15	14	3	516	8	10	292	14	10	7,252	2	8
Padstow	2,533	1	7	24	3	1	-	-	-	2	10	6	1,155	4	3	2,976	1	9	1,391	6	6
Penzance	12,903	15	2	9,174	5	4	-	-	-	18	17	8	2,034	18	–	4,463	1	6	5,575	7	1
Plymouth	94,495	15	2¼	2,820	17	7	-	-	-	199	5	5½	5,232	9	5	13,504	5	6	71,097	12	6
Poole	8,963	13	6	-	-	-	-	-	-	3	3	5	2,229	18	3	9,042	9	11	3,191	16	3
Portsmouth	55,173	12	5	1,645	17	3	24	5	2	57	19	–	8,211	16	4	10,394	15	8	35,841	1	4
Ramsgate	9,870	17	1	-	-	-	-	-	-	345	15	2	2,965	1	1	16,755	6	6	3,752	13	10
Rochester	26,274	5	11	453	12	3	-	-	-	57	15	2	5,236	8	10	12,097	19	10	9,391	17	5
Rye	6,297	6	–	-	-	-	-	-	-	2	12	1	1,415	16	11	23,897	–	8	1,281	4	11
St. Ives	2,954	11	5	1,667	5	1	-	-	-	42	17	6	494	14	3	2,155	17	–	2,006	19	6
Scarborough	1,934	1	6	-	-	-	-	-	-	-	-	-	400	–	–	1,869	9	9	1,813	18	4
Scilly	192	1	5¼	-	-	-	-	-	-	–	13	4	557	2	1	2,671	–	10¼	717	–	9
Shoreham	26,556	4	5	-	-	-	-	-	-	61	5	–	1,545	2	4	11,189	7	9	14,120	18	10

* Explanation: London—

	£.	s.	d.			£.	s.	d.
Paid Receiver General, London	10,697,379	8	7		Net	9,576,972	1	–
	1,120,407	7	7	Payts.				

1.—ACCOUNT of the Gross Receipt of Customs Duty collected at each Custom House of the United Kingdom—*continued.*

PORTS.	Gross Receipt 1834.	Repayments on Account of Trade Vouchers.			Other Payments.		Amount Remitted.
		Drawbacks, Debentures.	Bounties.	Over-entry Certificates.	Salaries.	Incidents.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
ıthampton	46,825 4 10	631 12 5	- - -	43 9 3	6,209 17 1	11,411 14 7	30,372 17 11
ıthwold -	405 7 –	- - -	- - -	46 – 11	360 – –	2,896 4 4½	207 13 –
ckton -	47,878 11 11	18 7 6	- - -	31 3 1	1,497 15 2	3,366 16 6	42,996 – –
ıderland -	65,284 6 7	535 9 –	- - -	261 8 2	2,345 8 –	3,009 7 9	59,114 11 3
ansea -	4,289 13 4	10 7 4	7 8 4	134 4 10	1,349 6 3	1,811 3 6	3,288 10 2
ıro - -	26,584 16 11	16,773 14 1	- - -	36 10 8	610 – –	513 19 1	11,577 12 8
lls - -	332 15 5	- - -	- - -	- - -	419 16 2	3,152 13 8	330 5 4
ymouth -	12,155 14 2	6 12 –	- - -	1 – 6	4,341 – 5	13,681 5 9	3,612 17 7
ıitby -	1,779 18 7	- - -	- - -	8 5 10	688 8 –	3,140 2 7	753 5 6
ıitehaven	86,063 6 4	299 19 10	9 4 10	13 18 4	2,722 5 9	1,731 8 9	81,314 6 11
sbeach -	6,209 10 9	- - -	- - -	- - -	634 19 9	691 10 –	4,888 3 6
ɔodbridge	2,263 4 11	- - -	- - -	51 10 9	349 17 7	2,019 6 –	1,516 – 3
rmouth -	64,410 16 10	5 10 –	- - -	371 5 10	3,493 16 1	9,335 2 8	50,888 5 6
uglas -	25,903 10 7	- - -	- - -	32 13 5	1,776 5 5	6,305 10 7	20,890 19 5

SCOTLAND.

PORTS.	Gross Receipt 1834.	Drawbacks, Debentures.	Bounties.	Over-entry Certificates.	Salaries.	Incidents.	Amount Remitted.
erdeen -	54,581 1 2	625 10 11	6 2 10	42 3 11	2,984 16 6	4,983 – –	46,019 7 4
r - -	1,910 1 1	- - -	- - -	26 14 6	467 19 1	542 5 2	1,841 9 –
nff - -	605 18 10	39 11 6	- - -	1 4 –	1,055 – –	2,729 16 6	1,386 6 1
rrowstoness	4,378 18 4	53 16 3	3 7 10	4 11 9	1,022 11 4	737 3 7	2,967 3 4
mpbeltown	689 – 1	- - -	1 5 5	18 12 6	580 – –	1,043 16 9	1,515 11 2
ımfries -	4,311 – 7	- - -	- - -	42 14 5	1,925 – –	1,674 16 5	6,776 2 10
ındee -	48,592 17 2	391 9 11	66 11 3	130 5 6	3,309 10 3	2,396 17 9½	42,559 6 7
asgow -	270,667 8 9	- - -	1,623 14 10	240 7 10	2,691 19 3	2,166 14 8	263,685 7 5
angemouth	23,296 15 5	30 16 9	- - -	76 7 2	1,605 1 2	1,102 19 9	19,966 18 5
eenock -	482,138 4 1	3,330 11 1	114,108 4 11	298 10 3	7,663 4 –	6,570 1 5	350,117 2 10
verness -	977 9 10	- - -	- - -	- - -	1,444 1 5	3,175 9 7	3,011 16 6
ine - -	2,427 14 7	- - -	1 2 –	33 15 3	1,037 7 8	779 7 2	2,973 9 10
rkaldy -	7,254 2 8	282 19 5	- - -	32 9 10	1,594 17 1	2,173 15 10	4,464 13 3
rkwall -	1,148 2 3	- - -	- - -	9 5 8	555 15 –	765 12 7	1,397 17 9
ith - -	386,905 19 6	3,049 10 –	1,190 5 –	1,175 3 6	10,998 12 1	19,026 15 10	226,504 – 4
)itto -	- - -	- - -	- - -	- Barons' Warrants	- -	83,812 9 5	—
rwick -	1,734 8 2	- - -	- - -	111 7 2	420 – –	541 – 7	1,032 – 10
ontrose -	7,369 2 9	96 9 4	- - -	13 8 8	2,159 7 3	2,964 8 –	4,159 4 2
rt Glasgow	140,284 8 4	619 19 –	27,336 12 11	263 7 3	3,069 1 11	1,529 5 9	107,648 3 3
ornoway -	366 1 7	- - -	- - -	7 13 10	1,688 16 4	1,251 14 –	1,570 12 6
ranraer -	341 10 9	- - -	- - -	- - -	3,039 10 10	4,492 11 7	641 10 5
ırso -	1,264 18 11	- - -	- - -	14 6 3	686 16 3	940 10 2	291 7 –

IRELAND.

PORTS.	Gross Receipt 1834.	Drawbacks, Debentures.	Bounties.	Over-entry Certificates.	Salaries.	Incidents.	Amount Remitted.
ltimore -	1,041 3 –	487 5 10	- - -	– 6 8	2,062 16 8	10,823 2 8	2,759 18 11
lfast -	289,024 12 3	3,480 13 –	374 11 3	183 19 7	8,076 16 9	16,945 18 –	253,645 1 8
leraine -	2,090 19 7	216 12 7	- - -	18 12 11	934 10 –	5,194 2 4	2,236 1 –
rk - -	198,089 1 –	1,081 8 5	- - -	122 6 4	8,120 9 7	22,631 18 –	166,081 11 9
ogheda -	15,366 13 4	25 5 6	- - -	- - -	740 – –	2,932 9 1	11,695 19 2
ıblin -	768,632 1 6	1,868 7 1	- - -	2,029 1 3	14,664 15 10	57,161 – –	663,213 4 8
ındalk -	4,497 1 9	- - -	- - -	- - -	931 8 6	3,591 5 6	1,065 13 6
lway -	38,308 4 8	10 16 10	- - -	2 10 5	1,411 15 2	7,981 1 7	28,692 12 6
merick -	136,910 12 6	82 19 –	- - -	448 13 4	3,849 – –	16,129 15 10	115,952 12 1
ndonderry	87,469 17 3	237 7 10	- - -	74 12 10	2,422 16 4	12,781 3 2	72,230 4 11
ewry -	51,083 10 3	412 – 5	- - -	10 – 2	2,870 2 9	10,347 7 5	36,738 4 6
go - -	34,915 13 7	14 5 –	135 1 4	- - -	2,525 14 3	13,911 – 10	18,297 18 6
aterford -	125,028 16 9	- - -	- - -	3 7 1	3,901 15 1	8,113 15 11	112,315 3 9
estport -	597 1 8	- - -	- - -	2 14 2	1,276 1 9	8,023 19 11	689 1 –
exford -	4,087 3 9	- - -	- - -	7 17 6	1,136 3 6	7,479 18 2	1,472 19 2

Note.—The Receiver-General receives the Revenue of the Port of London on account of the Collector, and all payments thereout are made by him.

The remittances from such Ports, where the amount remitted and payments made exceed the Receipt, are principally in Army and Navy Bills, payable by the Collectors under Act of Parliament, and remitted to the Receiver-General, who obtains payment from the respective Departments, the Collectors in England being enabled to pay the excess beyond their receipt by means of an Order of Imprest on the Receiver-General, London; in Scotland, on Collector, Leith; and in Ireland, on Collectors, Dublin and Belfast.

Office of Comptroller-General, Customs,
London, 24 March 1835.

W. Dickinson,
Ass^t C. Gen^l.

2.—AN ACCOUNT of the GROSS and NET AMOUNT of the DUTIES collected at each CUSTOM HOUSE, in the Year ending 5th January 1835, compared with the Produce of each CUSTOM HOUSE in the Year ending 5th January 1834.

ENGLAND.

PORTS.	GROSS RECEIPT, Year ending 5th January 1834.			GROSS RECEIPT, Year ending 5th January 1835.			NET RECEIPT, Year ending 5th January 1834.			NET RECEIPT, Year ending 5th January 1835.		
							Exhibiting Produce, after deducting Repayment of Trade Vouchers, Office Expenses, and Incidental Charges.					
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
LONDON - -	8,692,898	2	7	10,697,263	13	–	7,662,521	8	9	9,576,972	1	–
Aberystwith - -	1,742	19	10	175	14	–	706	3	10	—		
Aldborough - -	377	15	1	91	10	3	—			—		
Arundel - -	2,343	15	11	3,109	6	10	—			—		
Barnstaple - -	10,706	11	–	10,569	2	4	8,976	11	8	8,641	18	9
Beaumaris - -	2,095	17	2	2,546	2	9	—			—		
Berwick - -	4,146	3	6	7,299	10	10	—			—		
Bideford - -	4,061	3	9	3,433	6	10	1,338	7	–	515	10	8
Blackney and Clay -	1,216	15	8	1,251	1	5	—			—		
Boston - - -	8,682	–	9	10,803	13	4	4,562	15	11	6,670	10	6
Bridgewater - -	8,020	5	11	7,808	16	10	6,711	18	9	6,494	2	4
Bridlington - -	62	1	1	25	10	7	—			—		
Bridport - -	5,773	13	8	6,364	9	7	3,027	19	9	3,273	7	2
Bristol - - -	1,083,342	9	2	1,072,106	14	10	1,016,872	19	7	998,002	–	6
Cardiff - - -	3,069	18	2	3,886	4	1	2,136	17	3	2,665	18	11
Cardigan - -	1,896	14	4	587	19	1	261	14	7	—		
Carlisle - - -	25,972	15	5	24,111	8	5	24,903	12	6	23,050	7	7
Chepstow - -	1,094	9	2	902	7	7	530	16	4	402	17	4
Chester - - -	23,614	19	11	25,003	19	8	22,361	1	3	23,754	11	2
Chichester - -	1,034	7	9	1,529	19	8	—			—		
Colchester - -	14,744	4	10	15,972	12	7	10,210	10	3	11,413	6	1
Cowes - - -	1,065	16	1	1,252	1	9	—			—		
Dartmouth - -	3,352	8	8	3,092	17	–	—			—		
Deal - - -	219	13	10	187	11	6	—			—		
Dover - - -	92,704	2	2	60,897	9	2	56,543	5	3	29,250	5	7
Exeter - - -	59,754	2	1	69,745	13	8	48,648	9	9	58,876	7	3
Falmouth - -	21,499	19	7	21,661	18	3	11,320	16	–	10,136	14	6
Faversham - -	4,734	9	–	6,283	7	7	—			—		
Fowey - - -	11,625	8	–	12,452	15	8	—			—		
Gloucester - -	106,751	–	–	131,105	8	10	103,116	4	6	126,067	10	10
Goole - - -	47,902	4	2	76,908	1	11	45,926	9	2	75,014	9	2
Grimsby - -	7,520	–	4	17,310	8	3	1,716	11	–	11,169	6	10
Gweek - - -	10,790	11	3	5,441	3	10	2,117	4	5	—		
Harwich - -	46	17	1	466	4	5	—			—		
Hull - - -	624,058	7	11	682,008	11	2	594,295	14	3	650,764	14	4
Ilfracombe - -	84	14	11	290	1	6	—			—		
Ipswich - - -	32,323	1	10	33,201	11	4	30,600	12	2	31,468	8	4
Lancaster - -	39,250	10	–	46,352	10	11	35,591	6	11	42,636	–	11
Llanelly - -	2,086	13	10	2,789	5	5	963	1	1	1,572	12	–
Liverpool - -	3,733,166	8	10	3,846,306	9	11	3,540,472	14	1	3,622,310	11	11
Lyme - - -	1,438	12	11	1,683	18	9	—			—		
Lynn - - -	34,125	9	9	38,423	13	10	29,839	6	8	34,088	12	3
Maldon - - -	2,651	5	11	4,696	10	2	—			—		
Milford - - -	4,984	5	5	10,538	5	–	—			—		
Minehead - -	94	5	2	48	16	10	—			—		
Newcastle - -	289,041	11	3	286,918	6	10	273,551	1	1	271,287	19	10
Newhaven - -	9,914	13	11	11,358	1	4	—			1,986	19	7
Newport - -	6,088	4	4	8,178	3	8	5,190	14	1	7,322	11	6
Padstow - -	2,899	1	2	2,533	1	7	—			—		
Penzance - -	14,404	19	10	12,903	15	2	—			—		
Plymouth - -	108,997	7	7	94,495	15	2	89,064	7	2	72,738	17	2
Poole - - -	9,686	2	11	8,963	13	6	486	5	4	—		
Portsmouth - -	59,348	9	7	55,173	12	5	40,885	19	–	34,838	19	–
Ramsgate - -	10,060	9	3	9,870	17	1	—			—		
Rochester - -	17,939	9	6	26,274	5	11	-	-	-	8,428	9	10
Rye - - -	6,937	3	9	6,297	6	–	—			—		
St. Ives - -	4,272	7	4	2,954	11	5	—			—		
Scarborough - -	1,161	11	8	1,934	1	6	—			—		
Scilly - - -	36	6	–	192	1	5	—			—		

ACCOUNT of Gross and Net Amount of Duties collected at each Custom House—*continued.*

PORTS.	GROSS RECEIPT, Year ending 5th January 1834.			GROSS RECEIPT, Year ending 5th January 1835.			NET RECEIPT, Year ending 5th January 1834.			NET RECEIPT, Year ending th January 1835.		
							Exhibiting Produce after deducting Repayment of Trade Vouchers, Office Expenses, and Incidental Charges.					
	£.	s.	d	£.	s.	d.	£.	s.	d.	£.	s.	d.
Shoreham - -	24,920	4	9	26,556	4	5	11,673	14	9	13,760	9	4
Southampton - -	45,329	2	11	46,825	4	10	27,037	13	3	28,528	11	6
Southwold - -	76	17	9	405	7	–	—			—		
Stockton - -	54,915	17	8	47,878	11	11	50,079	15	7	42,964	9	8
Sunderland - -	81,610	5	7	65,284	6	7	75,636	9	1	59,132	13	8
Swansea - -	4,628	3	10	4,289	13	4	1,684	2	1	977	3	1
Truro - - -	24,925	12	11	26,584	16	11	8,310	7	10	8,650	13	1
Wells - - -	299	2	9	332	15	5	—			—		
Weymouth - -	12,245	7	3	12,155	14	2	—			—		
Whitby - - -	2,827	13	5	1,779	18	7	—			—		
Whitehaven - -	86,384	2	9	86,063	6	4	82,111	16	3	81,286	8	10
Wisbeach - -	5,877	5	3	6,209	10	9	4,713	4	10	4,883	1	–
Woodbridge - -	1,093	19	9	2,263	4	11	—			—		
Yarmouth - -	56,487	4	9	64,410	16	10	42,802	15	1	51,205	2	3
Douglas, (Isle of Man)	23,878	2	8	25,903	10	7	15,570	1	6	17,789	1	2

IRELAND.

Baltimore - -	890	14	1	1,041	3	–	—			—		
Belfast - - -	229,144	17	9	289,024	12	3	200,950	15	9	259,962	13	8
Coleraine - -	2,446	13	–	2,090	19	7	—			—		
Cork - - -	193,060	3	9	198,089	1	–	162,245	6	4	166,132	18	8
Drogheda - -	10,213	1	4	15,366	13	4	6,316	5	5	11,668	18	8
Dublin - - -	654,765	15	–	768,632	1	6	576,899	15	3	691,057	5	10
Dundalk - -	4,515	12	8	4,497	1	9	—			—		
Galway - -	31,369	8	10	38,308	4	8	21,661	8	8	28,902	–	8
Limerick - -	117,798	3	10	136,910	12	6	97,336	8	8	116,400	4	4
Londonderry - -	72,874	16	4	87,469	17	3	56,685	15	9	71,953	17	1
Newry - - -	43,426	19	7	51,083	10	3	29,895	19	11	37,443	19	6
Sligo - - -	28,954	6	9	34,915	13	7	12,799	2	2	18,329	12	2
Waterford - -	116,045	6	4	125,028	16	9	103,735	12	8	113,009	18	8
Westport - -	437	8	2	597	1	8	—			—		
Wexford - -	5,660	17	10	4,087	3	9	—			—		

SCOTLAND.

Aberdeen - -	57,878	16	2	54,581	1	2	49,680	7	11	45,939	7	–
Ayr - - -	1,531	17	1	1,910	1	1	499	3	–	874	4	–
Banff - - -	970	10	10	605	18	10	—			—		
Borrowstoness -	6,424	13	4	4,378	18	4	3,783	6	–	2,557	7	7
Campbletown -	487	–	9	689	–	1	—			—		
Dumfries - -	4,227	2	8	4,311	–	7	641	17	9	668	9	9
Dundee - -	48,647	12	1	48,592	17	2	42,691	10	2	42,337	13	5
Glasgow - -	166,913	3	3	270,667	8	9	159,911	16	6	263,944	12	2
Grangemouth -	18,026	16	8	23,296	15	5	15,003	13	9	20,481	10	7
Greenock - -	450,425	11	7	482,138	4	1	383,833	5	–	350,167	12	5
Inverness - -	658	2	1	977	9	10	—			—		
Irvine - - -	3,004	2	5	2,427	14	7	1,137	4	4	576	2	6
Kirkaldy - -	6,705	18	6	7,254	2	8	2,592	10	2	3,170	–	6
Kirkwall - -	736	4	7	1,148	2	3	—			—		
Leith - - -	398,910	9	11	386,905	19	6	255,975	–	11	267,653	3	8
Lerwick - -	1,134	16	11	1,734	8	2	136	16	2	662	–	5
Montrose - -	6,406	7	2	7,369	2	9	1,214	11	9	2,135	9	6
Port Glasgow -	161,894	5	10	140,284	8	4	152,727	5	8	107,466	1	6
Stornoway - -	585	11	1	366	1	7	—			—		
Stranraer - -	282	19	3	341	10	9	—			—		
Thurso - - -	2,545	1	7	1,264	18	11	915	16	11	—		

Office of Comptroller General,
Custom House, 24th March 1835.

W. Dickinson,
Ass^t C. Gen^l.

CUSTOMS DUTIES.

ACCOUNTS

OF

Customs Duty collected at each Custom House, Repayments, Expenses, &c. in 1835: — also, a Comparison of the Duties collected with the Amount received in 1834.

(*Mr. Hutt.*)

Ordered, *by* The House of Commons, *to be Printed*,
31 *March* 1835.

106.

CUSTOMS AND EXCISE DUTIES, (IRELAND.)

RETURNS to an Order of the Honourable The House of Commons,
dated 27 March 1835;—*for*,

—1.—

AN ACCOUNT of the Amount of Duties of Customs collected in each Revenue District in *Ireland*, in each Year since 1828.

—2.—

AN ACCOUNT of the Amount of Duties of Excise collected in each Revenue District in *Ireland*, in each Year since 1828.

(*Mr. William Smith O'Brien.*)

Ordered, by The House of Commons, *to be Printed,*
22 *May* 1835.

1.—AN ACCOUNT of the Amount of DUTIES of CUSTOMS collected in each Revenue District in *Ireland*, in each Year since 1828.

PORTS OF IRELAND.	GROSS PRODUCE OF CUSTOMS DUTIES, (Excluding Casual and Miscellaneous Receipts.) YEARS																	
	1829.			1830.			1831.			1832.			1833.			1834.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Dublin	669,499	18	–	669,181	8	10	647,568	3	7	685,765	8	4	652,090	9	5	761,832	9	3
Baltimore	982	14	–	943	3	5½	735	13	–¼	958	1	5	859	9	5	1,031	19	5
Belfast (including Larne and Donaghadee)	259,399	1	9	237,044	2	4	201,947	1	9	216,280	18	5	228,945	6	10	288,756	7	11
Coleraine	3,173	1	11½	4,228	19	1	3,282	18	3	2,820	19	11	2,404	13	–	2,046	19	7
Cork (including Kinsale and Youghal)	196,286	7	9	185,664	13	9	191,495	6	5	180,167	3	–	191,884	–	–	196,519	8	10
Drogheda	12,130	11	4	14,814	10	11	12,238	2	8	8,989	3	–	10,193	19	11	15,347	19	7
Dundalk	12,378	18	4	9,988	16	1	7,493	10	–	5,254	17	–	4,473	3	2	4,460	3	3
Galway	48,400	15	9½	36,160	5	10½	35,039	12	9	27,636	7	11	31,246	17	–	38,185	14	9
Limerick (including Clare, Kilrush and Tralee)	85,707	3	5	84,782	3	2½	97,293	19	1	112,665	11	8	117,545	8	8	136,775	8	9
Londonderry (including Ballyraine)	74,369	18	2	72,911	11	4¼	73,792	2	1	73,702	19	2	72,526	18	6	87,022	18	2
Newry and Strangford	55,202	18	–	46,223	10	–	46,682	6	4	41,358	14	–	43,179	9	7	50,028	4	9
Sligo (including Killybegs)	46,150	19	7	39,437	16	9	33,162	6	8	26,630	12	9	28,671	14	10	34,679	8	6
Waterford (including Ross)	116,033	19	5	111,337	1	1	108,293	7	2	114,984	15	5	115,936	1	7	124,920	2	11
Westport and Newport	868	6	8	1,066	8	–	404	4	–¾	404	5	2	416	2	3	508	5	5
Wexford and Wicklow	4,891	17	–	7,048	18	4½	4,195	2	9½	5,700	12	10	5,653	1	6	4,083	13	4
£.	1,585,476	11	2	1,520,833	9	1¼	1,463,623	16	8	1,503,320	10	–	1,506,026	15	8	1,746,199	4	5

Note.—The Receipts of the last Year were augmented by the transfer to the Customs of the Duties on Tea formerly collected by the Excise. The accession to the Customs Revenue from that source amounted in the Year to £.194,536. 6. 10.

Inspector General's Office,
Custom House, London,
2 April 1835.

William Irving,
Inspector General of Imports and Exports.

2.—AN ACCOUNT of the Amount of Duties of Excise collected in each Revenue District in *Ireland*, in each Year since 1828.

COLLECTIONS.	YEARS																				
	1828.			1829.			1830.			1831.			1832.			1833.			1834.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Armagh - - -	84,076	18	1 ¾	76,156	17	7	78,777	6	– ½	66,515	10	4 ¾	69,739	7	10	72,137	6	11 ½	76,506	2	7 ½
Athlone - - -	38,047	14	3	36,996	7	4	35,387	7	1 ¼	33,583	13	6 ½	40,825	–	7	36,205	13	3 ¼	36,681	3	9 ¼
Clonmel - - -	75,924	9	– ¼	64,672	2	4 ¾	68,201	5	– ¼	89,534	5	7 ½	82,718	14	11 ¼	81,865	16	1	76,514	12	5 ¼
Coleraine - - -	51,216	17	3 ½	40,269	7	5 ¼	36,331	10	10 ½	33,817	19	8 ½	41,963	3	6 ½	42,973	13	5 ¼	44,577	10	7 ¾
Cork - - - -	306,723	7	6 ½	265,477	17	4 ¼	253,849	15	11 ¼	289,725	8	1 ¾	311,462	12	2 ½	267,733	2	11 ¾	251,875	16	11 ¾
Drogheda - - -	68,529	13	6	65,722	10	– ¼	85,753	14	7	87,650	8	5 ¼	95,903	19	8	86,501	10	2 ½	79,471	8	4 ¾
Dublin - - -	458,779	13	9	462,698	12	11 ½	452,933	16	3 ½	528,939	18	5 ¾	524,558	12	3 ¼	445,422	7	10 ¼	415,490	17	– ½
Dundalk - - -	122,501	9	7 ¾	108,118	18	10 ¼	110,258	1	11 ½	119,340	16	7 ½	99,085	2	8	90,901	2	4 ¾	105,417	5	10 ¾
Foxford - - -	25,673	10	9 ¾	20,976	19	6 ¾	16,763	12	6 ¾	18,182	1	2 ¾	15,348	17	7	16,296	16	6	17,224	11	9
Galway - - -	65,840	4	10 ¾	71,189	5	11 ¼	70,059	13	1 ¾	65,325	6	– ¼	58,050	19	6 ¾	50,795	–	4 ¼	47,283	3	– ¾
Kilkenny - - -	57,938	13	8 ¾	49,310	5	6	52,466	9	7	55,459	8	10 ½	54,982	–	1 ¼	50,267	4	7	69,137	13	6 ¼
Limerick - - -	93,197	17	11 ¾	77,615	19	5	88,353	15	9 ¾	107,598	1	10 ½	94,153	10	4 ¼	85,159	2	6 ½	86,050	–	5 ½
Lisburne - - -	242,063	17	2	209,526	16	4 ¾	187,043	9	2 ¾	226,390	19	–	179,487	7	–	151,267	3	3 ¼	165,373	14	9
Londonderry - -	74,945	8	1	73,797	9	11 ¾	70,542	5	10 ¼	80,696	9	4 ½	72,142	7	3 ½	58,504	15	7 ¼	64,458	7	11
Mallow - - -	80,954	–	8 ¼	74,540	3	3 ¾	71,008	2	6 ¾	98,148	8	3 ½	88,566	19	5 ¾	78,107	18	9 ¾	93,055	11	4 ¾
Maryborough - -	66,129	4	–	58,576	3	–	66,284	11	11	71,822	2	3 ¼	72,821	3	1 ¾	76,895	9	3 ¼	81,923	10	– ¾
Naas - - - -	53,442	12	5	44,326	17	8 ¾	51,034	1	9 ½	52,968	6	9	57,249	12	4	56,405	1	7 ¼	57,208	6	7
Sligo - - - -	39,483	18	8 ½	37,823	7	9	40,068	18	2 ¾	39,740	11	6	31,654	4	3 ¾	24,040	8	8	31,171	12	10 ½
Tralee - - - -	12,397	5	11 ¾	9,268	8	11 ½	8,131	15	9 ¾	7,129	13	2 ¼	10,509	18	7 ¼	10,089	17	7 ¼	11,433	2	9 ¾
Waterford - - -	68,778	4	2 ½	66,324	4	–	66,003	16	1	70,817	19	1 ¾	75,752	9	7 ¼	69,624	1	6 ½	68,349	17	5
Wexford - - -	74,326	–	6 ½	66,391	15	4	77,081	10	2 ½	78,809	–	2 ½	75,926	11	3	72,066	11	1 ¾	81,852	13	2 ½
TOTALS - - £.	2,160,971	2	4 ¼	1,979,780	10	9 ¾	1,986,335	–	7 ¼	2,222,196	8	8 ¼	2,152,902	14	4	1,923,260	4	8 ¼	1,961,057	3	7 ¼

Excise Office, London,
15 April 1835.

G. A. Cottrell,
1st Gen^{l} Acc^{t}.

CUSTOMS AND EXCISE DUTIES,
(IRELAND.)

AN ACCOUNT of the Amount of Duties of Customs and Excise collected in each Revenue District in *Ireland*, in each Year since 1828.

(*Mr. William Smith O'Brien.*)

Ordered, by The House of Commons, *to be Printed,*
22 *May* 1835.

233.

EXCISE ESTABLISHMENT.

RETURN to an Order of The Honourable the House of Commons,
dated 19 March 1835;—*for*,

AN ACCOUNT of the ESTABLISHMENT of the EXCISE of the UNITED KINGDOM on 5th January 1831; showing, under separate Heads, the Number of PERSONS employed, in Classes, the SALARIES and EMOLUMENTS of each Class, and of the whole, and stating the same in detail, so as to exhibit the Particulars of the whole Expenditure of £. 1,212,161, as charged in the Finance Accounts of that Year; together with an Account of all the REDUCTIONS and ALTERATIONS in the Department, by which the Charge for the Year 1833 was reduced to the Sum of £. 1,078,902, as charged in the Financial Accounts of that Year.

SALARIES AND EMOLUMENTS.

Number of Persons employed.	CLASS.	Year ended 5th January 1831.			Year 1833 (ended the 5th January 1834.)			REDUCTIONS and ALTERATIONS by which the Charge for the Year 1833 was reduced.
		£.	s.	d.	£.	s.	d.	
13	The Board - -	18,778	6	8	10,606	13	4	- - Six Commissioners were abolished; and the Salaries of the remaining members of the Board, with the exception of the Chairman's, reduced.
England - 21 Scotland - 9 Ireland - 7	Secretary's Department	9,038	11	9	7,248	14	9	- - At the beginning of the former year the Secretary's Departments in Scotland and Ireland were abolished; and one Clerkship, at £.100 per annum, was discontinued in December 1830 in this Department in England.
England - 14 Ireland - 12	Correspondents -	5,611	10	1¾	6,147	1	-½	- - On the abolition of the Secretary's Departments in Scotland and Ireland, a portion of the persons employed therein were removed to London, and retained to conduct the correspondence with those countries.
27	Solicitors - -	13,295	15	8½	11,718	13	-½	- - At the beginning of the year 1830, when the Salaries of the English branch of this Department were revised, and fixed by the Lords of the Treasury, each Clerk was paid a half year's Salary restrospectively. There were also five quarters Salary to the Solicitor's Office in Scotland included in the Accounts of that year.
15	Receiver-Generals -	3,884	9	4	3,787	7	2	- - The offices of 5th Receiver, at £. 100 per annum, and 3d Billman, at £. 70 per annum, abolished, and one Clerkship at £. 80 per annum instituted in lieu.
3	Registrar's Office -	690	5	–	667	2	6	From suspension of a Clerk, and a temporary vacancy.
6	Commissioners of Appeals.	982	10	–	922	10	–	Abolition of the office of Doorkeeper, and Messenger attached to this Department.
96	Accountants - -	18,066	10	6½	17,856	7	7	- - In consequence of the repeal of Duties, there have been abolished in the English Branch of this Department 13 Clerkships, the Salaries of which amounted to £. 2,620 per annum. On the other hand, the Salaries of the Scotch and Irish Branches have been increased, and the Clerks on Scotch Branch were paid in the year 1833 the difference between the Salaries received by them, and the increased scale from the year 1829.
46	Comptrollers - -	6,838	6	2	4,263	15	8	- - By the abolition of the Comptroller's Department in Scotland, and of the office of Comptroller-General for England, and 2 Clerks. There were also 4 vacancies in the English Department in the latter year.
3	Comptroller of the Cash	986	10	–	837	18	2	- - Occasioned by the office of the Comptroller of the Cash being vacant during part of the latter year.
12	Auditor's Office -	2,887	10	–	2,138	12	5	- - From the abolition of the Auditor's Office in Scotland, consisting of an Auditor, an Assistant Auditor, and 2 Clerks.
8	Security Office -	1,951	17	6	1,975	1	4	From a temporary vacancy in the year 1830.
19	Storekeeper's Office -	2,216	–	8½	1,426	3	7	- - By the abolition of the Surveyor of Stationery, 3 Clerks and a Porter in Ireland, and of the Storekeeper's Department in Scotland.
26	Permit Examiners -	2,251	18	11¾	2,076	19	11	- - On the removal of the branches of this Department from Ireland and Scotland to England, in the year 1830, six Stations were discontinued.
6	Diary Office - -	884	16	2	770	–	–	- - By the abolition in the year 1830 of the office of Clerk of the Diaries in Scotland.
2	Housekeepers - -	325	–	–	300	–	–	- - The former year includes five quarters payments to Housekeeper at Edinburgh, at the rate of £. 100 per annum.
7	Doorkeepers - -	562	12	10	562	16	7	
10	Messengers - -	827	–	3½	455	16	11	- - On the abolition of the Local Board in Ireland, 3 Messengers were discontinued, and an allowance to the Messengers at the Chief Office acting as Inspectors of the Night-watch was suspended in the latter year.
26	Watchmen, Fire-lighters, &c.	1,596	3	5	1,313	11	9½	In the year 1833 four Watchmen were discontinued.
	Carried forward - £.	91,675	15	2½	75,075	5	9½	

An Account of the Establishment of the Excise of the United Kingdom on 5th January 1831–3—*continued.*

	Number of Persons employed.	CLASS.	Year ended 5th January 1831.			Year 1833 (ended the 5th January 1834.)			REDUCTIONS and ALTERATIONS by which the Charge for the Year 1833 was reduced.
			£.	s.	d.	£.	s.	d.	
SALARIES AND EMOLUMENTS.		Brought forward - -	91,675	15	2½	75,075	5	9½	
	3	Warehousekeepers for seized Goods -	166	10	–	294	10	–	Owing to a vacancy in the former year.
	1	Register of Seizures -	62	10	–	50	–	–	Five qrs. Salary was paid in the former year.
	1	Engineer at the Revenue Distillery.	100	16	–	109	4	–	Thirteen months' pay issued in the latter period.
	86	Tea Department -	9,939	17	4½	9,610	10	9¾	- - From the gradual diminution of the allowances to Officers after 10 years' service, by order of the Lords of the Treasury, and from a diminution in the expense for extra services.
	2	Inspectors of the Permit Department.	248	15	6	248	15	–	
	SURVEYING DEPARTMENT, LONDON:								
	10	General Surveyors -	2,440	–	–	2,210	–	–	The reduction of one General Surveyor.
	48	Surveyors - -	7,001	–	3¼	6,101	11	8	The reduction of six Surveyors.
	8	Examiners - -	308	4	3	826	19	3	- - The charge under this head in the year 1830 was considerably below the usual amount, in consequence of several vacancies having occurred in that year.
	363	Surveying Officers -	38,931	15	1	32,316	18	7½	- - There have been 12 principal Officers at £. 115 per annum each, and 48 Officers at £. 100 per annum each, reduced since the year 1830; there was also a gradual diminution of the allowances of £. 10 a year to Officers after 10 years' service.
	18	Expectants - -	1,433	12	7	929	11	6	- - The number in the latter year was suffered to be greatly reduced, in anticipation of the repeal of Duties.
	1	Sorter of Old Books -	105	17	3	80	–	–	Allowed £. 25. 17. 3. for extra services in the former year.
	IMPORT and EXPORT DEPARTMENT:								
	11	Surveyors - -	1,211	17	4	823	11	8	Four Officers of this class discontinued.
	4	Gagers - - -	523	8	2	545	10	–	
	108	Officers - - -	9,149	16	7¼	5,815	18	2	Twenty-two Officers discontinued, and a reduction in the Salaries of the remainder.
	3	Tidesmen and Boatmen	193	2	6	140	–	–	A Boatman employed at Bristol discont^d.
	17	Watchmen - -	821	18	6	662	10	6¼	Two Watchmen employed at the Import Office, Tower Hill, discontinued.
	60	Surveying General Examiners.	18,023	17	6½	16,235	11	6¼	- - The Salaries of the 4th Class of Surveying General Examiners reduced on vacancies from £. 300 to £. 250 p' annum.
	96	Collectors - -	39,672	18	8	36,649	17	–¼	Four Collections abolished, and the Salaries of nine others reduced.
	103	Collectors' Clerks -	13,675	12	1	14,151	14	4	- - A reduction of 3 in this Class of Officers; but the reduction is more than counterbalanced by the increase of the Salaries of Collector's Clerks in Scotland, to assimilate them to the rate of payment in England.
	477	Supervisors - -	92,714	4	2½	90,675	18	1½	Ten Supervisors have been discontinued.
	62	Examiners - -	10,303	8	2¾	7,972	18	4¼	- - This reduction of expense arises from there having been several vacancies in this Class in the latter year.
	3,919	Officers - - -	404,867	5	3¾	379,731	4	2	- - A reduction of about 244 in the number of Officers employed, caused by the repeal of Duties.
	242	Hop Assistants -	2,663	5	4¼	3,432	11	10½	- - The latter having been a more productive year in Hops, and the season being a late one, the services of the Assistants were required for a longer period than in the former.
	579	Expectants - -	44,301	8	1	28,582	8	8	- - Owing to the repeal of Excise Duties, there has been a considerable number of redundant Officers, and therefore the number of Expectants had been diminished in the latter year to 262, being a reduction of 317.
	5	Warehousekeepers for Bonded Spirits.	1,066	9	11¾	836	9	8½	- - One Warehousekeeper discontinued, and the services of two Assistants dispensed with.
	3	Assistants to ditto -	492	10	–				
	313	Permit Writers -	29,321	17	4	28,725	16	–¼	Six Permit Writers discontinued.
	141	Dropt Officers - -	8,678	2	7¼	10,508	11	8	From the repeal of Excise Duties.
	Varied according to circumstances, or the pressure of business.	- - Occasional Officiators, being Persons temporarily employed as Lockers at the Tea Warehouses, on Vacancies, &c.	6,473	6	–	4,336	3	9¼	Less occasional assistance has been found requisite in the latter period.
	3	Commanders of Revenue Cruizers.	264	17	3	264	19	11	
	3	Mates of ditto - -	170	–	–	99	19	11	The station of 1st Mate on board the Atalanta, vacant.
	79	Seamen and others employed on Board.	2,015	4	8	2,154	17	5	- - This item of charge was increased, in consequence of an additional number of 7 Seamen having been found requisite.
		TOTAL SALARIES and EMOLUMENTS (Carried forward) - - -	839,019	3	11¼	760,199	19	5¾	

An Account of the Establishment of the Excise of the United Kingdom on 5th January 1831–3—*continued.*

CLASS.	Year ended 5th January 1831.			Year 1833 (ended the 5th January 1834.)			REDUCTIONS and ALTERATIONS by which the Charge for the Year 1833 was reduced.
	£.	s.	d.	£.	s.	d.	
Brought forward (Salaries and Emoluments)	839,019	3	11¼	760,199	19	5¾	
Day Pay to Watchmen, Tidesmen, &c. -	4,764	12	7¼	4,144	5	10¼	Reduction in the number employed.
Allowances for Special Services and Travelling Charges.	22,009	10	9¾	14,260	8	5	-- From the discontinuance of the allowances to resident Commissioners at the Local Boards; and from the former years, containing the expenses of the removals of the several Establishments from Scotland and Ireland to the chief Office.
Sitting Expenses of the Country Offices at the several places where the Duties are collected.	14,388	2	10	10,169	14	–	The rate of allowance reduced, and in some cases discontinued.
Buildings, and Repairs of Buildings - -	7,629	4	2	3,402	13	10	-- A considerable sum was paid in the year 1830 for fitting up Braemar and Corgarf Castles, in Scotland, for the reception of the military, to aid the civil power in the suppression of illicit distillation. There was, likewise, additional expense incurred under this head, in the same year, in providing accommodation for the Departments removed from Scotland and Ireland.
Coals and Candles - - - - - -	2,634	16	11	2,075	12	2½	From a reduction in the price of the articles.
Printing, Permits, and Paper Labels - -	4,965	8	6	2,420	14	2½	-- A smaller quantity of paper was required in the latter year, the stock on hand having been considerable.
Other Bills - - - - - - -	8,077	19	2	4,505	11	1¼	-- The abolition of Establishments in Scotland. There is also a general reduction in this item of charge.
Rent of Offices, Rates, Taxes and Tithes -	15,103	4	4½	14,626	5	11¾	Some offices discontinued.
Law Charges - - - - - - -	22,296	18	5¾	12,783	14	2	-- The expenses in Ireland of the year 1830 were unusually high; also the death of the Solicitor for England, in the year 1829, occasioned the settlement of some claims to be delayed to the year following.
Stationery - - - - - - -	8,486	18	3	3,194	7	10¼	-- During the latter year, Stationery for Ireland, and partially for Scotland, was supplied by the Stationery Office in London, having in the former period been provided in the respective countries.
Postage - - - - - - -	25,947	8	5	19,859	16	11¾	-- Correspondence diminished, in consequence of the repeal of Duties and the abolition of the Local Board in Scotland and Ireland.
Carriage, Ferriage, &c. - - - - -	9,215	5	9	8,664	7	–¼	-- The number of documents has diminished, from repeal of Duties and reduction in the number of Persons employed.
Superannuation or Retiring Allowances -	108,088	11	9	100,709	15	11	This reduction was occasioned by the death of the annuitants.
Compensation Allowances upon abolition of Office, per Act 3 Geo. IV. c. 113.	37,925	1	6¾	33,708	6	6¾	- - - ditto.
Incidents, being Allowances to superannuated, worn-out inferior Officers of Excise.	548	10	3½	382	13	2	- - - ditto.
Allowances for Offices abolished - - -	2,104	4	2¼	1,786	14	7½	- - - ditto.
Gratuities and Compensations - - -	808	9	–	555	13	8	-- The excess in the former period arose from payments to officers in Scotland whose stations had been discontinued.
Incident Charges on passing the Accounts of the Receiver General.	3,196	17	6	2,722	6	–	-- This expense, being charge upon the amount paid into the Exchequer, had diminished in consequence of the repeal of Duties.
Pensions to Officers and Seamen of Cruizers -	580	11	6	312	9	1	Reduced by the decease of annuitants.
Pensions to Widows and Children - -	1,625	14	8¾	1,867	2	5¾	From additional grants.
Charity Pensions to Irish Officers - -	1,714	3	9½	1,536	1	10¾	From the death of annuitants.
Sheriff's Poundage - - - - - -	990	8	9	1,169	9	9	A greater amount of Duty had been recovered by extent in the latter year.
Short-hand Notes of Exchequer Trials -	353	14	4	177	3	–	-- There were several important causes tried in the Court of Exchequer in Scotland in the former year.
Allowances to Crown Prisoners - - -	985	13	3	339	14	3½	This item has gradually diminished.
Rewards for the Detention of Smugglers, for Informations, &c.	601	15	4	823	10	6	-- Several Rewards granted by the Lords of the Treasury under special circumstances in the latter year.
Housekeepers' Expenses - - - - -	871	6	2¾	695	19	5¼	Reduction of Establishments.
Fees paid to Officers of the Exchequer and Pipe, per Treasury Warrant.	3,077	–	9	2,309	17	11	Reduction of Fees consequent upon the repeal of Duties.
Removal of Country Officers - - -	1,752	19	2½	4,814	1	11½	-- In the year 1830 this item was below the usual amount, and in the latter the removal of Officers surveying distilleries were particularly numerous.
Carried forward - - -	1,149,763	16	4½	1,014,218	11	4¼	

An Account of the Establishment of the Excise of the United Kingdom on 5th January 1831–3—*continued.*

CLASS.	Year ended 5th January 1831.			Year 1833 (ended the 5th January 1834.)			REDUCTIONS and ALLOWANCES by which the Charge for the Year 1833 was reduced.
	£.	s.	d.	£.	s.	d.	
Brought forward - - -	1,149,763	16	4½	1,014,218	11	4¼	
Payments on account of Sales, being the Officers' Shares, Expenses, &c.	19,886	10	10½	22,680	19	4	- - From a greater number of seizures having been brought to account in the latter period than in the former year.
Expenses incurred on unproductive Seizures -	258	11	11	388	17	–	- - More seizures made, the produce of which eventually proved insufficient to defray the expenses incurred.
Stamps for the use of the Revenue -	3,236	1	6	2,172	–	10	- - A less supply was necessary in consequence of the reduction of the Establishments on the repeal of Duties.
Expenses attending the Revenue Police in Ireland.	27,502	18	11	35,010	16	11	- - A considerable augmentation in the Police Force was considered necessary for the more effectual suppression of smuggling in Ireland.
Expenses for suppressing Illicit Distillation in Ireland.	8,897	17	4¾	1,074	–	6¾	- - Scale of rewards for the detection of offences and the capture of smugglers has been altered since the former year.
Medical Aid - - - - - - -	133	6	6	54	19	10	
Victualling, Fire and Candles for Revenue Cruizers.	2,159	15	10	2,193	12	5½	
Building, purchasing and repairing Cruizers and Boats, and Carriage of Stores.	169	2	7	695	16	5½	- - A new boat procured in the latter year in the place of one unfit for use. The Atalanta and Chichester cutters also required considerable repairs.
Miscellaneous Payments - - - - -	153	7	–	412	5	5½	
£.	1,212,161	8	10¾	1,078,902	–	2½	

Excise Office, London,
3 September 1835.

G. F. Cottrell,
1st Genl Acct.

EXCISE ESTABLISHMENT.

AN ACCOUNT

Of the Establishment of Excise in the United Kingdom on 5th January 1831; distinguished under separate Heads, so as to exhibit the Particulars of the Expenditure of £.1,212,161. 8. 10¾. as charged in the Finance Accounts of that Year.

(Mr. Hume.)

Ordered, by The House of Commons, *to be Printed,*
4 September 1835.

593.

SALE OF BEER LICENCES.

AN ACCOUNT of the Number of LICENCES granted under the SALE OF BEER ACT, during the Years 1833 and 1834.

		YEARS.	
		1833.	1834.
LICENCES Granted to—		Number.	Number.
Retailers of Beer, Cider and Perry - - - -		34,976	21,975
Retailers of Cider and Perry only - - - -		653	1,054
Retailers of Beer, Ale, or Porter	To be drunk on the Premises -	- - -	13,654
	Not to be drunk on the Premises	- - -	1,752
TOTALS - - - -		35,629	38,435

Excise Office, London,
28 March 1835.

G. A. Cottrell,
First Genl Acct.

SALE OF BEER LICENCES.

AN ACCOUNT of the Number of Licences granted
under the Sale of Beer Act,
1833 and 1834.

(Mr. Arthur Trevor.)

Ordered, by The House of Commons, *to be Printed,*
3 *April* 1835.

123.

BONDING WAREHOUSES (SCOTLAND.)

RETURN to an Order of the Honourable The House of Commons,
dated 3 July 1835;—*for*,

Copy of TREASURY MINUTE, directing the Privilege of Special Security to be withdrawn from certain Warehouses in *Scotland*.

Copy of TREASURY MINUTE, dated 27th August 1833.

READ Report of the Commissioners of Customs, dated 13th August 1833, on an application of Mr. *Alexander Reid*, praying that some Warehouses which he has erected within the Wet Docks at Leith, may be approved as of special security for the deposit of Warehoused Goods, or that all the Bonding Warehouses within the Docks may be placed on the same footing, by the withdrawal of the privilege from those premises which have been already approved as of special security. The Commissioners do not think that it would be expedient to comply with the first of these requests; but they suggest that the privilege should be withdrawn from the other Warehouses of special security, at the expiration of two years from Midsummer last, and that they should be placed on the same footing as if no such privilege had ever been extended to them. The Commissioners further observe, that there is no objection to the indulgence granted by a Warrant from this Board of 18th November 1824, in respect of certain Warehouses at Liverpool being extended to these Warehouses, under which, as regards Goods exported therefrom, the parties will be relieved from payment of Duty on deficiencies arising from natural causes, under certain restrictions and regulations.

Acquaint the Commissioners of Customs, that My Lords approve of the withdrawal of the Privileges granted to Premises at Leith and other Ports in Scotland, which do not come within the meaning of the 3d Section of the Warehousing Act, 6 Geo. IV. c. 112, at the expiration of two years from Midsummer last, as suggested in their Report.

Desire also that the indulgence granted by the Warrant of this Board, dated 18 November 1824, to certain Warehouses at Liverpool, may be extended to the Memorialist's Warehouses.

Acquaint the Party with the directions given, stating the extent of the indulgence granted; but inform him that My Lords cannot consent to the extension of any further privilege to the Premises in question.

BONDING WAREHOUSES (SCOTLAND.)

Copy of TREASURY MINUTE directing the Privilege of Special Security to be withdrawn from certain Warehouses in *Scotland.*

(*Mr. Warburton.*)

Ordered, by The House of Commons, *to be Printed,*
6 *July* 1835.

359.

BREWERS.

RETURN to several Orders of the Honourable The House of Commons, dated 14th May 1835;—*for*,

—1.—

AN ACCOUNT of the Number of BREWERS, LICENSED VICTUALLERS and PERSONS licensed under the Act "to permit the general Sale of Beer by Retail in the United Kingdom;" distinguishing the Number of each within the Limits of the Chief Office of Excise, and in each of the several Collections, and the Totals of each Kingdom; and setting forth the Number of Licensed Victuallers, and of Persons licensed to sell Beer by Retail, who brew their own Beer, and showing the Quantity of Malt used for the brewing of Beer by such Parties respectively, and particularizing the Quantities used by Brewers, Licensed Victuallers and Persons licensed to sell by Retail, in each Collection, from 5 January 1834 to 5 January 1835.

—2.—

AN ACCOUNT of the Total Number of BARRELS of BEER Exported from the United Kingdom to Foreign Countries; distinguishing the said Countries and the Quantity to each Country; and stating also, the Quantity Exported from each Kingdom, with the Amount of Drawback paid or allowed thereon, from 5 January 1834 to 5 January 1835.

(*Mr. Alderman Wood.*)

Ordered, by The House of Commons, *to be Printed,*
22 *June* 1835.

—1.—

AN ACCOUNT of the Number of BREWERS, LICENSED VICTUALLERS, and PERSONS licensed under the Act to permit the General SALE of BEER by Retail in the United Kingdom; distinguishing the Number of each within the Limits of the Chief Office of Excise, and in each of the several Collections, and the Totals of each Kingdom; and setting forth the Number of Licensed Victuallers and of Persons licensed to sell Beer by Retail who brew their own Beer; and showing the Quantity of Malt used for the brewing of Beer by such Parties respectively; and particularizing the Quantities used by Brewers, Licensed Victuallers and Persons licensed to sell by retail, in each Collection, from 5th January 1834 to 5th January 1835.

COLLECTIONS.	Number of					Bushels of Malt used by		
	Brewers.	Licensed Victuallers.	Persons licensed for the General Sale of Beer.	Victuallers who brew their own Beer.	Persons licensed for the General Sale, who brew their own Beer.	Brewers.	Licensed Victuallers.	Persons licensed for the General Sale of Beer.
ENGLAND:								
Barnstaple - -	3	591	370	559	331	2,594	135,703	50,592
Bath - - -	50	602	605	390	254	299,549	269,619	80,371
Bedford - - -	18	673	424	263	117	200,678	92,636	49,081
Bristol - - -	25	630	586	442	154	153,271	310,242	30,772
Cambridge - -	48	1,032	802	174	159	301,707	130,448	62,652
Canterbury - -	39	638	368	28	36	264,972	17,901	30,446
Chester - - -	30	882	566	599	315	105,655	172,065	49,340
Cornwall - - -	23	617	588	450	263	96,440	159,547	74,240
Coventry - - -	18	1,285	762	1,162	531	97,161	459,550	120,619
Cumberland - -	17	1,217	525	203	83	63,620	48,974	128,167
Derby - - -	13	1,039	660	988	512	30,888	483,150	126,950
Dorset - - -	37	379	514	226	148	96,050	84,319	20,764
Durham - - -	59	1,482	317	173	10	198,020	58,846	2,703
Essex - - -	29	626	361	141	119	171,983	86,169	26,856
Exeter - - -	18	643	282	502	108	38,475	209,779	16,342
Gloucester - -	28	677	1,016	526	701	124,195	163,374	106,043
Grantham - -	64	1,086	815	427	175	265,390	185,126	57,527
Halifax - - -	29	1,222	1,630	1,019	1,178	196,634	264,881	163,888
Hants - - -	53	694	614	60	185	242,652	34,501	102,640
Hereford - - -	5	618	383	593	343	17,643	100,743	30,120
Hertford - - -	40	721	426	52	53	307,257	32,191	39,561
Hull - - -	64	870	352	155	10	226,226	50,028	3,526
Isle of Wight - -	46	572	437	85	180	209,144	37,300	82,117
Lancaster - - -	13	953	1,028	750	347	123,215	247,084	121,179
Leeds - - -	22	1,041	914	912	569	152,119	381,897	109,503
Lichfield - - -	6	899	739	842	648	77,995	598,369	289,307
Lincoln - - -	39	853	492	643	164	114,868	174,691	34,448
Liverpool - - -	90	1,620	1,087	172	77	838,485	94,175	30,401
Lynn - - -	45	759	576	101	68	258,195	50,206	34,036
Manchester - -	60	1,274	2,067	795	886	487,915	564,850	227,089
Newcastle - -	55	1,323	250	170	2	301,447	180,293	584
Northampton - -	13	1,055	608	831	320	74,902	235,954	62,842
Northwich - -	25	1,005	863	710	273	136,691	255,516	48,636
Norwich - - -	40	1,064	355	53	47	327,571	27,065	12,817
Oxford - - -	17	831	446	494	220	181,388	147,318	36,413
Plymouth - - -	44	791	404	430	70	164,292	128,266	21,850
Reading - - -	47	821	777	46	86	494,926	20,249	41,340
Rochester - -	63	1,063	461	35	50	494,456	12,153	38,581
Salisbury - - -	39	589	428	316	192	218,171	194,391	49,514
Salop - - -	1	632	418	608	410	7,758	266,572	106,958
Sheffield - - -	12	1,094	940	886	264	157,806	252,928	41,979
Stafford - - -	26	757	783	653	486	207,987	222,726	103,964
Stourbridge - -	4	935	1,021	919	980	20,225	372,201	230,091
Suffolk - - -	19	673	430	253	201	73,338	160,227	65,263
Surrey - - -	78	843	512	4	56	726,332	1,525	49,648
Sussex - - -	71	698	679	81	124	465,364	23,544	30,207
Uxbridge - - -	46	960	729	133	52	333,463	59,870	23,240
Wales, East - -	19	1,285	1,078	1,192	749	96,643	245,975	95,615
„ Middle - -	1	785	261	767	241	252	119,431	29,835
„ North - -	10	1,061	506	783	156	48,061	163,662	32,752
„ West - -	7	1,199	189	1,099	166	8,084	134,882	14,985
Wellington - -	31	425	605	329	199	73,736	90,657	26,964
Whitby - - -	55	1,210	279	345	44	105,920	70,529	6,489
Worcester - -	2	503	387	486	344	8,302	157,598	56,901
York - - -	49	1,116	566	402	116	170,007	92,506	29,211
Country Collections -	1,805	48,913	34,281	25,457	14,572	10,660,118	9,334,402	3,557,959
London - - -	102	4,294	1,073	26	126	5,177,291	38,624	176,329
TOTAL ENGLAND -	1,907	53,207	35,354	25,483	14,698	15,837,409	9,373,026	3,734,288

An Account of the Number of Brewers, Licensed Victuallers and Persons licensed to sell Beer—*continued.*

COLLECTIONS.	Number of					Bushels of Malt used by		
	Brewers.	Licensed Victuallers.	Persons licensed for the General Sale of Beer.	Victuallers who brew their own Beer.	Persons licensed for the General Sale, who brew their own Beer.	Brewers.	Licensed Victuallers.	Persons licensed for the General Sale of Beer.
SCOTLAND:								
Aberdeen - - -	28	1,284	- -	7	- -	74,115	3,673	—
Ayr - - - -	16	2,364	- -	27	- -	50,043	4,660	—
Argyll, North - -	- -	237	—	—	—	—	—	—
„ South - -	3	267	- -	- -	- -	136	—	—
Caithness - - -	1	409	- -	105	- -	1,094	6,138	—
Dumfries - - -	15	1,252	- -	12	- -	26,931	9,609	—
Elgin - - -	8	607	- -	25	- -	22,351	1,587	—
Fife - - - -	30	1,132	- -	22	- -	43,197	8,122	—
Glasgow - - -	16	2,696	- -	9	- -	84,527	10,913	—
Haddington - -	27	943	- -	- -	- -	80,872	1,147	—
Inverness - - -	4	432	- -	18	- -	5,765	2,203	—
Linlithgow - -	12	1,112	- -	11	- -	42,488	10,483	—
Montrose - - -	3	1,325	- -	87	- -	18,778	55,436	—
Perth - - -	6	704	- -	19	- -	14,847	9,061	—
Stirling - - -	11	724	- -	16	- -	58,403	15,537	—
Edinburgh - -	37	1,751	- -	2	- -	474,224	3,261	—
Total Scotland -	217	17,239	- -	360	- -	997,771	141,830	—
IRELAND:								
Armagh - - -	7	- -	- -	- -	- -	80,564	—	—
Athlone - - -	7	- -	- -	- -	- -	24,678	—	—
Clonmel - - -	13	- -	- -	- -	- -	67,962	—	—
Coleraine - - -	7	- -	- -	- -	- -	28,059	—	—
Cork - - -	15	- -	- -	- -	- -	269.911	—	—
Drogheda - - -	8	- -	- -	- -	- -	46,154	—	—
Dundalk - - -	9	- -	- -	- -	- -	62,679	—	—
Foxford - - -	12	- -	- -	- -	- -	33,823	—	—
Galway - - -	13	- -	- -	- -	- -	32.527	—	—
Kilkenny - - -	22	- -	- -	- -	- -	85,860	—	—
Limerick - - -	10	- -	- -	- -	- -	51,597	—	—
Lisburn - - -	14	- -	- -	- -	- -	112,426	—	—
Londonderry - -	6	- -	- -	- -	- -	25,004	—	—
Mallow - - -	7	- -	- -	- -	- -	47,394	—	—
Maryborough - -	17	- -	- -	- -	- -	59,444	—	—
Naas - - -	11	- -	- -	- -	- -	49,730	—	—
Sligo - - -	7	- -	- -	- -	- -	31,148	—	—
Tralee - - -	7	- -	- -	- -	- -	13,185	—	—
Waterford - - -	11	- -	- -	- -	- -	104,402	—	—
Wexford - - -	14	- -	- -	- -	- -	38,066	—	—
Dublin - - -	23	- -	- -	- -	- -	790,713	—	—
Total Ireland -	240	- -	- -	- -	- -	2,055,326	—	—
Totals Collected:								
ENGLAND - -	1,907	53,207	35,354	25,483	14,698	15,837,409	9,373,026	3,734,288
SCOTLAND -	217	17,239	- -	360	- -	997,771	141,830	—
IRELAND - -	240	- -	- -	- -	- -	2,055,326	—	—
United Kingdom -	2,364	70,446	35,354	25,843	14,698	18,890,506	9,514,856	3,734,288

Excise Office, London,
17 June 1835.

G. A. Cottrell,
1st Gen^l Acc^t.

— 2. —

AN ACCOUNT of the Total Number of BARRELS of BEER Exported from the United Kingdom to Foreign Countries; distinguishing the said Countries and the Quantity to each Country; and stating also, the Quantity Exported from each Kingdom, with the Amount of Drawback paid or allowed thereon, from 5th January 1834 to 5th January 1835.

	NUMBER OF BARRELS OF BEER EXPORTED TO												TOTAL Number of Barrels Exported.	Amount of Drawback.	
	Africa.	Madeira and the Azores.	East Indies.	West Indies.	British Settlements in America.	United States.	South America.	South Seas.	New South Wales.	Ports in the Mediterranean.	Guernsey or Jersey.	Other Ports of Europe.		£.	s.
From ENGLAND -	1,115	107 ¼	22,017	14,932	1,012 ½	3,078 ¾	5,467	32	7,616 ¾	1,673 ¾	588	6,826	64,466	16,116	10
„ SCOTLAND -	166 ¼	- - -	2,226 ¾	2,019	462	165	107 ¼	- - -	102 ¼	75 ½	- - -	77	5,401	1,350	5
„ IRELAND -	- - -	- - -	- - -	537	839	65	- - -	- - -	29	- - -	- - -	81	1,551	387	15
UNITED KINGDOM -	1,281 ¼	107 ¼	24,243 ¾	17,488	2,313 ½	3,308 ¾	5,574 ¼	32	7,748	1,749 ¼	588	6,984	71,418	17,854	10

Excise Office, London,
17 June 1835.

G. A. Cottrell,
1st Genl Acct.

311.

BREWERS.

ACCOUNTS of the Number of BREWERS, LICENSED VICTUALLERS and RETAILERS of BEER, and of the MALT used by each CLASS; also, of BEER Exported.

(Mr. Alderman Wood.)

Ordered, by The House of Commons, *to be Printed,*
22 *June* 1835.

GRAIN UNMALTED.

RETURN to an Order of the Honourable The House of Commons, dated 9 March 1835;—*for*

A RETURN of the Total Number of DETECTIONS which have taken place of UNMALTED GRAIN, or of any deleterious or improper Articles used in the making of BEER, or of Seizures of such Articles which have been made from Brewers, since 5 January 1833 to 5 January 1835; specifying the Total Number in each Year, as well as the Nature and Quantity of the Article in each case, and the Amount of Penalties or otherwise awarded in each case.

Number.	OFFENCE.	ARTICLES SEIZED.	PENALTY AWARDED.		
			£.	s.	d.
	YEAR 1833:				
1	Using unlawful ingredients in brewing	Grains of Paradise	50	–	–
2	Using tobacco in brewing	¼ lb. of tobacco	50	–	–
3	Using unlawful ingredients in brewing	Grains of Paradise and coculus Indicus	50	–	–
4	Ditto	¼ lb. of grains of Paradise	50	6	–
5	Ditto	6 oz. ditto	50	–	–
6	Ditto	Grains of Paradise	50	–	–
7	Ditto	ditto	200	–	–
8	Ditto	Coculus Indicus	50	–	–
9	Ditto	¼ lb. of grains of Paradise	50	6	–
10	Ditto	ditto	50	–	–
11	Ditto	ditto	50	–	–
12	Ditto	Grains of Paradise	50	–	–
13	Ditto	ditto	50	–	–
14	Ditto	¼ lb. of grains of Paradise	50	–	–
15	Ditto	Grains of Paradise	50	–	–
16	Ditto	Coculus Indicus	50	–	–
17	Receiving drugs	-	100	–	–
18	Ditto	-	100	–	–
19	Ditto	-	100	–	–
20	Ditto	4 lbs. of orange peas 2½ lbs. of coriander seeds 1½ lbs. of caraway seeds 1½ lbs. of coculus Indicus 1¼ lbs. of grains of Paradise 1¼ lbs. of liquorice powder 3 lbs. of liquorice 1½ lbs. of turmeric ½ lb. of logwood 2 oz. of copperas 6 oz. of capsicum 3 lbs. of decoction of quassia	100	–	–
21	Adulterating beer with vitriol, molasses, &c.	Copperas, &c.	50	–	–
22	Adulterating beer	-	100	–	–
23	Ditto	Beer-colouring	20	–	–
24	Having beer-colouring found on his premises	ditto	35	–	–
25	Having barley in a room near his brewery	7 bushels of barley	50	–	–
26	Having sugar and molasses in his possession	-	50	–	–
27	Having molasses in his possession	7 gallons of molasses	50	–	–
28	Having unmalted grain in his possession	5 bushels of barley	acquitted.		
	YEAR 1834:				
1	Using grains of Paradise in brewing	Grains of Paradise	50	–	–
2	Ditto	ditto	52	2	–
3	Ditto	ditto	50	–	–
4	Ditto	ditto	50	–	–
5	Ditto	ditto	50	–	–
6	Ditto	ditto	50	–	–
7	Ditto	ditto	50	–	–
8	Ditto	ditto	50	–	–
9	Ditto	ditto	50	–	–
10	Ditto	ditto	50	–	–
11	Ditto	ditto	50	–	–
12	Ditto	ditto	50	–	–
13	Ditto	ditto	50	–	–
14	Ditto	ditto	50	–	–
15	Ditto	ditto	50	–	–
16	Ditto	ditto	50	–	–

(*continued.*)

263.

Number.	OFFENCE.	ARTICLES SEIZED.	PENALTY AWARDED. £.	s.	d.
	Year 1834—*continued.*				
17	Using grains of Paradise in brewing - -	Grains of Paradise - -	50	–	–
18	Using unlawful ingredients in brewing -	½ bushel of coculus Indicus -	1,000	–	–
19	Ditto - - - - - - -	620 gallons of ale - -	100	–	–
20	Receiving and using grains of Paradise in brewing - - - - - -	40 gallons of beer - -	100	–	–
21	Using tobacco in brewing - - -	¼ oz. of tobacco - - -	50	–	–
22	Having unlawful ingredients in his possession	5 oz. of liquorice - - 1 lb. 2 oz. of gentian root - 3 oz. of ginger - - - 3 lbs. of powdered gentian - 35 lbs. of honey - -	300	–	–
23	Ditto - - - - - - -	6 lbs. of molasses - -	200	–	–
24	Ditto - - - - - - -	2 lbs. of liquorice - -	200	–	–
25	Ditto - - - - - - -	1 gallon of mixture - -	200	–	–
26	Ditto - - - - - - -	Beer-colouring - - -	50	–	–
27	Using sugar, &c. in adulterating beer -	2 gallons of sugar and water -	20	–	–
28	Having unlawful ingredients in possession -	- - - - - - -	50	–	–
29	Using unlawful ingredients in brewing -	- - - - - - -	50	–	–
30	Using raw grain in brewing - - -	- - - - - - -	400	–	–
31	Ditto - - - - - - -	4 bushels of grain - -	50	–	–
32	Having unlawful ingredients in possession -	5 bushels of barley - -	acquitted.		
33	Ditto - - - - - - -	98 - ditto - - -	case depending.		
34	Ditto - - - - - - -	9 cwt. 2 qrs. of molasses -	- ditto.		
35	Ditto - - - - - - -	4 cwt. of sugar - - -	£.10.compromised		

Excise Office, London,
20 May 1835.

G. A. Cottrell,
1st Gen^l^ Acc^t^.

GRAIN UNMALTED.

RETURN of the Total Number of DETECTIONS which have taken place of UNMALTED GRAIN, or Deleterious Articles used in making BEER.

(Mr. Ormsby Gore.)

Ordered, by The House of Commons, *to be Printed,*
4 June 1835.

263.

COALS, CULM, AND CINDERS.

RETURNS to an Order of the Honourable The House of Commons, dated 10 March 1835:—*requiring*,

1. An ACCOUNT of the Quantities of COAL, CULM and CINDERS Shipped at the different Ports of the United Kingdom, in the Year 1834; distinguishing the quantity Shipped at each of the said Ports, as compared with the Year 1833.

2. An ACCOUNT of the Quantities and Declared Value of COALS, CULM and CINDERS Exported from the United Kingdom in the Year 1834; distinguishing the Countries to which the same was sent, and comparing the same with the Year 1833; also distinguishing the Ports of the United Kingdom from which the same were Shipped.

3. An ACCOUNT of the Quantities of SMALL COAL, and of ROUND or LARGE, Exported in the Year 1834; distinguishing the Quantity of each sort, and the Rate and Amount of DUTY received on each sort in the said Year.

—(1.)—

QUANTITIES of COAL, CINDERS and CULM Shipped at the several Ports of *England, Scotland* and *Ireland*, Coastways, to other Ports of the United Kingdom.

PORTS from which Shipped.	YEAR 1833.				YEAR 1834.			
	Coals.	Cinders.	Culm.	TOTAL.	Coals.	Cinders.	Culm.	TOTAL.
ENGLAND	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Portsmouth - -	3,265	- -	- -	3,265	2,416	- -	- -	2,416
Southampton - -	449	28	- -	477	349	45	- -	394
Cowes - - -	- - -	- -	- -	- - -	17	- -	- -	17
Poole - - -	102	- -	- -	102	191	- -	- -	191
Bridport - - -	- - -	- -	13	13	- - -	- -	- -	—
Exeter - - -	- - -	15	- -	15	- - -	- -	- -	—
Plymouth - - -	279	- -	199	478	52	- -	70	122
Truro - - -	- - -	- -	- -	- - -	218	- -	- -	218
Bristol - - -	1,296	- -	- -	1,296	2,009	- -	- -	2,009
Gloucester and Lidney	39,256	- -	- -	39,256	37,927	- -	- -	37,927
Cardiff - - -	133,272	- -	- -	133,272	120,774	- -	- -	120,774
Newport - - -	384,236	538	- -	384,774	427,000	681	- -	427,681
Swansea - - -	139,884	51	246,679	386,614	139,298	20	206,049	345,367
Llanelly - - -	78,886	- -	18,441	97,327	78,863	- -	15,287	94,150
Milford - - -	12,631	- -	29,773	42,404	14,061	- -	24,805	38,866
Chester - - -	69,346	- -	- -	69,346	75,163	- -	- -	75,163
Liverpool - - -	39,799	2,156	- -	41,955	36,240	1,870	- -	38,110
Lancaster - - -	18,692	738	5	19,435	19,850	767	12	20,629
Whitehaven - -	346,341	- -	- -	346,341	354,524	- -	- -	354,524
Carlisle - - -	3,598	24	- -	3,622	3,942	48	- -	3,990
Berwick - - -	4,284	- -	- -	4,284	6,470	- -	- -	6,470
Newcastle - - -	1,921,848	4,357	- -	1,926,205	2,017,462	4,764	- -	2,022,226
Sunderland - -	1,175,936	240	- -	1,176,176	951,713	374	- -	952,087
Stockton - - -	578,800	- -	- -	578,800	623,484	- -	- -	623,484
Hull - - -	9,876	- -	- -	9,876	8,094	- -	- -	8,094
Goole - - -	115,027	- -	- -	115,027	105,618	- -	- -	105,618
Grimsby - - -	228	- -	- -	228	15	- -	- -	15
SCOTLAND:								
Leith - - -	19,547	- -	- -	19,547	28,136	- -	- -	28,136
Borrowstoness - -	108,322	948	- -	109,270	116,303	827	- -	117,130
Grangemouth - -	65,465	105	- -	65,570	80,764	116	- -	80,880
Kirkaldy - - -	37,751	- -	- -	37,751	44,938	- -	- -	44,938
Dundee - - -	- - -	27	- -	27	- - -	63	- -	63
Greenock - - -	611	- -	- -	611	1,493	- -	- -	1,493
Port Glasgow - -	20	- -	- -	20	- - -	- -	- -	—
Glasgow - - -	79,128	- -	403	79,531	86,715	5	363	87,083
Irvine - - -	115,100	1,744	- -	116,844	121,148	1,801	- -	122,949
Ayr - - -	46,422	- -	- -	46,422	56,189	- -	- -	56,189
Campbeltown - -	25	- -	- -	25	—	—	—	—
IRELAND:								
Dublin - - -	352	- -	- -	352	361	- -	- -	361
Waterford - - -	2,621	- -	- -	2,621	2,772	- -	- -	2,772
Belfast - - -	- - -	- -	- -	- - -	25	- -	- -	25
TOTAL - -	5,552,695	10,971	295,513	5,859,179	5,564,594	11,381	246,586	5,822,561

2.—QUANTITIES and Declared Value of COALS, CINDERS and CULM Exported from the several

YEAR 1833. - - - - - - - - - -

PORTS from which Shipped.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	COALS, (except Small Coals.)	Small Coals.	Cinders.	Culm.	TOTAL.	COALS. (except Small Coals.)	Small Coals.	Cinders.	Culm.	TOTAL.
ENGLAND:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
London - - -	19,959	31	200	- -	20,190	18,436	26	120	- -	18,582
Faversham - -	77	- -	- -	- -	77	50	- -	- -	- -	50
Dover - - -	- -	- -	3	- -	3	- -	- -	2	- -	2
Rye - - - -	11	- -	- -	- -	11	10	- -	- -	- -	10
Portsmouth - -	193	- -	- -	- -	193	136	- -	- -	- -	136
Southampton - -	151	- -	- -	- -	151	107	- -	- -	- -	107
Cowes - - -	27	- -	- -	- -	27	20	- -	- -	- -	20
Poole - - -	740	- -	- -	- -	740	787	- -	- -	- -	787
Exeter - - -	60	- -	- -	12	72	80	- -	- -	10	90
Dartmouth - -	399	- -	- -	30	429	308	- -	- -	21	329
Plymouth - - -	475	- -	- -	- -	475	467	- -	- -	- -	467
Falmouth - - -	792	- -	- -	- -	792	736	- -	- -	- -	736
Bideford - - -	170	- -	- -	- -	170	85	- -	- -	- -	85
Bristol - - -	5,370	50	- -	- -	5,420	2,913	8	- -	- -	2,921
Gloucester - - -	546	- -	- -	- -	546	292	- -	- -	- -	292
Chepstow - - -	200	- -	- -	- -	200	80	- -	- -	- -	80
Newport - - -	2,539	70	- -	- -	2,609	1 202	21	- -	- -	1,223
Cardiff - - -	1,521	- -	- -	- -	1,521	598	- -	- -	- -	598
Swansea - - -	12,231	669	100	501	13,501	4,344	191	37	150	4,722
Llanelly - - -	5,592	1,517	- -	- -	7,109	2,568	606	- -	- -	3,174
Beaumaris - - -	41	- -	- -	- -	41	16	- -	- -	- -	16
Chester - - -	1,291	- -	- -	- -	1,291	599	- -	- -	- -	599
Liverpool - - -	49,713	598	250	- -	50,561	24,739	279	300	- -	25,318
Lancaster - - -	577	- -	- -	- -	577	360	- -	- -	- -	360
Whitehaven - -	17,187	- -	- -	- -	17,187	6,211	- -	- -	- -	6,211
Berwick - - -	6,620	- -	- -	- -	6,620	3,537	- -	- -	- -	3,537
Newcastle - - -	122,179	108,255	3,275	- -	233,709	49,226	24,100	2,870	- -	76,196
Sunderland - -	66,174	110,240	73	- -	176,487	24,001	19,858	76	- -	43.935
Stockton - - -	1,776	1,924	- -	- -	3,700	620	304	- -	- -	924
Whitby - - -	- -	133	- -	- -	133	- -	62	- -	- -	62
Hull - - - -	7,349	90	24	- -	7,463	3,223	45	18	- -	3,286
Goole - - -	2,660	- -	- -	- -	2,660	1,404	- -	- -	- -	1,404
Grimsby - - -	130	- -	- -	- -	130	78	- -	- -	- -	78
Aldborough - -	140	- -	- -	- -	140	80	- -	- -	- -	80
Ipswich - - -	635	- -	- -	- -	635	280	- -	- -	- -	280
SCOTLAND:										
Leith - - -	7,618	191	18	- -	7,827	3,233	81	20	- -	3,334
Borrowstoness - -	24,107	- -	- -	320	24,427	9,762	- -	- -	88	9,850
Grangemouth - -	4,658	- -	- -	- -	4,658	1,460	- -	- -	- -	1,460
Kirkaldy - - -	5,300	- -	10	- -	5,310	2,195	- -	10	- -	2,205
Dundee - - -	807	- -	45	- -	852	425	- -	60	- -	485
Montrose - - -	53	- -	- -	- -	53	9	- -	- -	- -	9
Aberdeen - - -	20	- -	- -	- -	20	10	- -	- -	- -	10
Greenock - - -	15,263	- -	- -	- -	15,263	7,072	- -	- -	- -	7,072
Port Glasgow - -	5,245	1	- -	- -	5,246	2,553	2	- -	- -	2,555
Glasgow - - -	5,222	- -	- -	25	5,247	2,381	- -	- -	6	2,387
Irvine - - -	5,770	- -	- -	- -	5,770	2,800	- -	- -	- -	2,800
Ayr - - - -	259	- -	- -	- -	259	96	- -	- -	- -	96
IRELAND:										
Dublin - - -	686	- -	10	- -	696	529	- -	7	- -	536
Waterford - - -	179	- -	- -	56	235	161	- -	- -	40	201
Cork - - -	118	- -	- -	20	138	108	- -	- -	13	121
Galway - - -	140	- -	- -	- -	140	105	- -	- -	- -	105
Sligo - - -	62	- -	- -	- -	62	30	- -	- -	- -	30
Londonderry - -	1,253	50	- -	- -	1,303	574	20	- -	- -	594
Belfast - - -	1,312	- -	- -	- -	1,312	757	- -	- -	- -	757
Newry - - -	60	- -	- -	- -	60	40	- -	- -	- -	40
TOTAL - -	405,657	223,819	4,008	964	634,448	181,893	45,603	3,520	328	231,344

Ports of *England*, *Scotland* and *Ireland* to Foreign Countries, and the British Settlements Abroad.

- - - - - - - - - YEAR 1833.

COUNTRIES to which Exported.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	COALS, (except Small Coals.)	Small Coals.	Cinders.	Culm.	TOTAL.	COALS, (except Small Coals.)	Small Coals.	Cinders.	Culm.	TOTAL.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
Russia - - -	17,469	25,158	109	- -	42,736	6,846	5,107	94		12,047
Sweden - - -	1,997	6,429	78	- -	8,504	802	1,331	71	- -	2,204
Norway - - -	1,427	2,165	30	- -	3,622	619	459	26	- -	1,104
Denmark - - -	16,107	57,283	1,055	- -	74,445	6,632	12,390	976	- -	19,998
Prussia - - -	3,147	20,450	151	320	24,068	1,177	3,933	141	88	5,339
Germany - - -	22,098	47,225	573	- -	69,896	8,809	8,750	470	- -	18,029
Holland - - -	91,235	22,541	462	- -	114,238	35,137	4,177	431	- -	39,745
Belgium - - -	—	—	—	—	—	—	—	—	—	—
France - - -	14,098	31,111	9	- -	45,218	5,729	6,887	6	- -	12,622
Portugal, Azores and Madeira - -	9,635	3,857	10	30	13,532	4,338	769	10	21	5,138
Spain and the Canaries	1,531	162	17	- -	1,710	1,096	49	15	- -	1,160
Gibraltar - - -	9,854	50	10	- -	9,914	4,284	25	7	- -	4,316
Italy - - -	9,926	50	21	- -	9,997	4,615	7	25	- -	4,647
Malta - - -	7,031	- -	- -	- -	7,031	2,821	- -	- -	- -	2,821
Ionian Islands - -	1,049	- -	- -	- -	1,049	416	- -	- -	- -	416
Turkey and Continental Greece - - -	562	- -	- -	- -	562	244	- -	- -	- -	244
Morea and Greek Islands - - -	1,174	- -	- -	- -	1,174	512	- -	- -	- -	512
Cape of Good Hope -	2,954	- -	- -	- -	2,954	2,008	- -	- -	- -	2,008
Other parts of Africa -	7,250	148	25	- -	7,423	3,412	37	25	- -	3,474
East Indies and China	8,128	- -	227	- -	8,355	5,415	- -	184	- -	5,599
New South Wales, Van Diemen's Land and Swan River - -	15	- -	- -	- -	15	18	- -	- -	- -	18
British North American Colonies - -	52,855	1,864	481	113	55,313	24,136	359	316	69	24,880
British West Indies -	46,010	97	35	- -	46,142	26,733	30	45	- -	26,808
Foreign West Indies -	985	210	- -	- -	1,195	560	110	- -	- -	670
United States of America - - -	24,346	3,717	449	- -	28,512	13,164	799	492	- -	14,455
Mexico - - -	—	—	—	—	—	—	—	—	—	—
Columbia - - -	20	- -	- -	- -	20	14	- -	- -	- -	14
Brazil - - -	1,116	732	15	- -	1,863	635	210	8	- -	853
States of the Rio de la Plata - - -	655	213	- -	- -	868	341	97	- -	- -	438
Chili - - -	83	- -	2	- -	85	45	- -	3	- -	48
Peru - - -	121	- -	- -	- -	121	63	- -	- -	- -	63
Isles of Guernsey, Jersey, Alderney and Man - - -	52,779	357	249	501	53,886	21,272	77	175	150	21,674
TOTAL - -	405,657	223,819	4,008	964	634,448	181,893	45,603	3,520	328	231,344

(*continued*)

QUANTITIES and Declared Value of - - - - - - -

YEAR 1834.

PORTS From which Shipped.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	COALS, (except Small Coals, so entered previously to the 6th August.)	Small Coals, (so entered previously to the 6th August.)	Cinders.	Culm.	TOTAL.	Coals, (except Small Coals.)	Small Coals.	Cinders.	Culm.	TOTAL.
ENGLAND:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
London - - -	16,967	- -	89	- -	17,056	15,921	- -	82	- -	16,003
Ramsgate - - -	125	- -	- -	- -	125	60	- -	- -	- -	60
Dover - - -	- -	- -	10	- -	10	- -	- -	7	- -	7
Rye - - - -	37	- -	- -	- -	37	27	- -	- -	- -	27
Portsmouth - -	7	- -	- -	- -	7	6	- -	- -	- -	6
Poole - - -	632	- -	- -	- -	632	551	- -	- -	- -	551
Plymouth - - -	130	- -	- -	30	160	59	- -	- -	16	75
Falmouth - - -	290	- -	- -	- -	290	256	- -	- -	- -	256
Bideford - - -	65	- -	- -	- -	65	29	- -	- -	- -	29
Bristol - - -	5,240	100	- -	- -	5,340	2,679	36	- -	- -	2,715
Gloucester - -	320	- -	- -	- -	320	150	- -	- -	- -	150
Newport - - -	846	- -	16	- -	862	288	- -	15	- -	303
Cardiff - - -	3,564	50	- -	- -	3,614	1,382	13	- -	- -	1,395
Swansea - - -	17,931	673	- -	1,815	20,419	6,650	165	- -	655	7,470
Milford - - -	165	- -	- -	- -	165	74	- -	- -	- -	74
Llanelly - - -	4,205	1,139	- -	- -	5,344	1,676	414	- -	- -	2,090
Chester - - -	1,652	- -	- -	- -	1,652	561	- -	- -	- -	561
Liverpool - - -	58,215	542	321	- -	59,078	32,999	155	180	- -	33,334
Lancaster - - -	296	- -	6	- -	302	169	- -	5	- -	174
Whitehaven - -	18,121	- -	- -	- -	18,121	6,379	- -	- -	- -	6,379
Berwick - - -	3,921	- -	- -	- -	3,921	1,112	- -	- -	- -	1,112
Newcastle - - -	139,870	87,574	2,898	- -	230,342	50,877	19,422	2,348	- -	72,647
Sunderland - -	94,314	55,618	24	- -	149,956	25,928	10,172	20	- -	36,120
Stockton - - -	6,040	3,948	- -	- -	9,988	1,784	844	- -	- -	2,628
Hull - - -	12,096	- -	65	- -	12,161	5,107	- -	43	- -	5,150
Goole - - -	2,032	- -	- -	- -	2,032	776	- -	- -	- -	776
Harwich - - -	5	- -	- -	- -	5	3	- -	- -	- -	3
SCOTLAND:										
Leith - - -	5,692	141	101	- -	5,934	1,879	40	18	- -	1,937
Borrowstoness - -	22,247	- -	26	- -	22,273	8,905	- -	18	- -	8,923
Grangemouth - -	4,041	- -	- -	- -	4,041	1,229	- -	- -	- -	1,229
Kirkaldy - - -	4,213	- -	8	- -	4,221	1,565	- -	4	- -	1,569
Dundee - - -	1,072	- -	90	- -	1,162	445	- -	88	- -	533
Montrose - - -	85	- -	- -	- -	85	50	- -	- -	- -	50
Aberdeen - - -	14	- -	- -	- -	14	11	- -	- -	- -	11
Greenock - - -	14,710	- -	- -	- -	14,710	6,513	- -	- -	- -	6,513
Port Glasgow - -	5,086	- -	- -	- -	5,086	2,412	- -	- -	- -	2,412
Glasgow - - -	6,945	- -	- -	- -	6,945	2,646	- -	- -	- -	2,646
Irvine - - -	4,411	- -	- -	-	4,411	2,191	- -	- -	- -	2,191
Ayr - - - -	291	- -	- -	- -	291	97	- -	- -	- -	97
IRELAND:										
Dublin - - -	1,076	- -	- -	- -	1,076	774	- -	- -	- -	774
Cork - - -	14	- -	- -	- -	14	12	- -	- -	- -	12
Galway - - -	210	- -	- -	- -	210	105	- -	- -	- -	105
Sligo - - -	114	- -	- -	- -	114	60	- -	- -	- -	60
Londonderry - -	1,129	259	- -	- -	1,388	757	125	- -	- -	882
Belfast - - -	1,276	- -	- -	- -	1,276	707	- -	- -	- -	707
TOTAL - -	459,712	150,044	3,654	1,845	615,255	185,861	31,386	2,828	671	220,746

- - - - - - - Coals, Cinders and Culm Exported—*continued.*

YEAR 1834.

COUNTRIES To which Exported.	QUANTITIES EXPORTED. COALS, (except Small Coals, so entered previously to the 6th August.)	Small Coals, (so entered previously to the 6th August.)	Cinders.	Culm.	TOTAL.	DECLARED VALUE THEREOF. Coals, (expect Small Coals.)	Small Coals.	Cinders.	Culm.	TOTAL.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
Russia - - -	22,913	11,927	374	- -	35,214	8,080	2,454	329	- -	10,863
Sweden - - -	4,628	6,956	74	- -	11,658	1,597	1,424	68	- -	3,089
Norway - - -	1,416	2,101	56	- -	3,573	482	459	30	- -	971
Denmark - - -	21,478	49,689	1,019	- -	72,186	6,602	10,949	710	- -	18,261
Prussia - - -	6,832	16,809	146	- -	23,787	1,970	3,238	95	- -	5,303
Germany - - -	30,025	19,838	395	- -	50,258	8,453	3,841	302	- -	12,596
Holland - - -	83,155	10,910	382	- -	94,447	28,129	2,013	366	- -	30,508
Belgium - - -	270	- -	- -	- -	270	122	- -	- -	- -	122
France - - -	35,861	23,743	86	- -	59,690	11,918	5,147	79	- -	17,144
Portugal, Azores and Madeira - -	11,247	2,427	10	30	13,714	4,354	511	8	16	4,889
Spain and the Canaries	1,553	- -	30	- -	1,583	739	- -	12	- -	751
Gibraltar - - -	5,856	- -	- -	- -	5,856	2,397	- -	- -	- -	2,397
Italy - - -	12,329	179	79	- -	12,587	4,714	34	40	- -	4,788
Malta - - -	7,715	- -	- -	- -	7,715	3,078	- -	- -	- -	3,078
Ionian Islands - -	1,250	- -	- -	- -	1,250	395	- -	- -	- -	395
Turkey and Continental Greece - -	1,329	- -	- -	- -	1,329	582	- -	- -	- -	582
Morea & Greek Islands	1,471	- -	- -	- -	1,471	523	- -	- -	- -	523
Cape of Good Hope -	879	- -	- -	- -	879	600	- -	- -	- -	600
Other parts of Africa -	6,738	- -	- -	- -	6,738	3,042	- -	- -	- -	3,042
East Indies and China	5,337	- -	42	- -	5,379	3,483	- -	53	- -	3,536
New South Wales, Van Diemen's Land and Swan River - -	21	- -	- -	- -	21	19	- -	- -	- -	19
British & North American Colonies -	54,793	55	353	- -	55,201	22,665	20	278	- -	22,963
British West Indies -	43,476	- -	141	- -	43,617	27,888	- -	60	- -	27,948
Foreign West Indies -	830	15	- -	- -	845	399	6	- -	- -	405
United States of America - - -	35,390	4,165	300	- -	39,855	19,112	944	242	- -	20,298
Mexico - - -	5	- -	- -	- -	5	3	- -	- -	- -	3
Columbia - - -	54	- -	- -	- -	54	27	- -	- -	- -	27
Brazil - - -	993	634	10	- -	1,637	485	175	5	- -	665
States of the Rio de la Plata - - -	936	30	- -	- -	966	496	12	- -	- -	508
Chili - - -	145	25	- -	- -	170	81	10	- -	- -	91
Peru - - -	118	- -	- -	- -	118	60	- -	- -	- -	60
Isles of Guernsey, Jersey, Alderney and Man - - -	60,669	541	157	1,815	63,182	23,366	149	151	655	24,321
Total - -	459,712	150,044	3,654	1,845	615,255	185,861	31,386	2,828	671	220,746

3.—QUANTITIES of Large and Small Coals Exported from the United Kingdom to Foreign Countries and the British Settlements Abroad; with the Rates and Amount of Duties received thereon.

YEAR 1834.	Quantities Exported.	Amount of Duties received thereon.
	Tons.	£. s. d.
Coals, (except Small Coals, exported previously to the 6th August) - - - - - - - - - -	459,712	21,141 17 7
Small Coals (exported previously to the 6th August) - - - - - - - - - - - - - - -	150,044	13,537 16 8
Cinders -	3,654	222 15 11
Culm -	1,845	—
Total - - -	615,255	34,902 10 2

Note.—Since the 6th August 1834, the distinction between Large and Small Coals has not been observed in the Export Entries at the Custom House; the Duty chargeable on both, under the Act 4 & 5 Wm. 4, c. 89, being the same. The foregoing Statement therefore exhibits, under the head of Small Coals, only that portion of the quantity shipped during the year which was entered by its specific denomination previously to the date above mentioned.

RATES of Duty on Coals, Cinders and Culm Exported from the United Kingdom.

YEAR 1834 - - - - - - -		Until the 6th of August.	From the 6th of August.
Coals exported in British ships (or ships of States acting under Treaty of Reciprocity.)	To British Possessions - - -	Free (if for the consumption of such British possessions.)	
	To Foreign Countries;		
	Large Coals - - - -	3/4 per ton - - -	10/ per cent. ad valorem.
	Small Coals, Cinders and Culm -	2/ per ton - - -	
Coals exported in Foreign ships (not entitled to the privileges conferred by Treaties of Reciprocity - -	To British Possessions - - -	Free (if for the consumption of such British possessions) - -	4/ per ton.
	To Foreign Countries:		
	Large Coals - - - -	6/8 per ton - - -	
	Small Coals, Cinders and Culm -	4/ per ton - - -	

Inspector-General's Office, Custom-House,
London, 21st May 1835.

William Irving,
Inspector-General of Imports and Exports.

COALS, CULM AND CINDERS.

ACCOUNTS of Coals, Culm and Cinders shipped Coastways, and Exported to Foreign Parts; with Rates of Duty charged thereon.

(*Mr. Pease.*)

Ordered, by The House of Commons, *to be Printed,*
25 *May* 1835.

240.

COALS.

RETURN to an Order of The Honourable House of Commons,
dated 10th March 1835;—*for*,

AN ACCOUNT of the Quantity of COALS brought Coastwise, and by Inland Navigation, into the Port of *London* during the Year 1834, comparing the same with the Quantities brought during the Year 1833.

SHIPS.		PORTS WHENCE SHIPPED.	TONS.	
1833.	1834.		1833.	1834.
3,387	3,625	From the Port of Newcastle - -	1,060,839	1,142,903
2,369	2,036	Ditto - - - Sunderland - -	666,787	559,105
773	1,007	Ditto - - - Stockton - - -	170,690	221,971
178	248	Ditto - - - Blythe and Seaton Sluice - - -	48,689	64,268
67	176	From Leith, Inverkeithing, Kirkaldy, and other Ports in Scotland - -	15,138	39,487
130	135	From Swansea, Llanelly, Milford, and other Places in Wales - - -	32,156	33,200
173	177	From Hull, Goole, Gainsbro', and other Places in Yorkshire - - -	16,110	17,751
—	—	- - Quantity which passed the Boundary Stones on the Grand Junction Canal at Grove Park, Herts, and on the River Thames, at Staines - - - -	4,395 ½	1,862
7,077	7,404	TONS - - -	2,014,804 ½	2,080,547

Statistical Department,
Board of Trade,
March 18, 1835.

G. R. Porter.

C O A L S.

AN ACCOUNT of the Quantity of COALS brought Coastwise, and by Inland Navigation, into the Port of *London* during the Year 1834.

(Mr. Pease.)

Ordered, by The House of Commons, *to be Printed,*
18 *March* 1835.

51.

COPPER.

RETURN to an Order of the Honourable The House of Commons, dated 19 March 1835;—*for*,

AN ACCOUNT of the Quantities of COPPER SHEETS and BOLTS, respectively, rolled in His Majesty's Dock Yard at *Portsmouth*, in the Years 1833 and 1834; showing the Quantity of OLD and NEW COPPER used; the Quantity and Value of COALS used; the Amount in detail of the Salaries paid and other Allowances granted to the Officers employed in Superintending the Mills and Works; the Amount paid for Labour, Repairs and additional Machinery and Erections, and all other Expenses incurred in rolling the Copper; together with the Amount paid for the Superannuation of Persons who have been employed in the Superintendence or Manufacture of Copper in the said Yard.

In what YEAR.	Quantity of COPPER rolled.	Quantity of COPPER used.	Quantity of COALS used.	COST of the COALS.	SALARIES paid to Officers employed in Superintending.	Amount paid for LABOUR, including Beer allowed.	REPAIRS, additional Machinery, &c. and all other Expenses.	AMOUNT paid for SUPERANNUATION.		Date of Superannuation.
	Tons.	Tons.	Tons.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
1833	409 Sheets	492 Old	851	739 10 5	80 – – Foreman	1,016 5 7	352 15 3	62 10 –	Master	1 April 1831.
	88 Bolts	19 New			100 – – Student of Naval Architecture			60 10 –	Workmen	One in 1828. One in 1831. One in 1832. One in 1833.
1834	372 Sheets	258 Old	969	843 16 9	100 – – Foreman	1,120 7 7	413 5 10	62 10 –	Master	1 April 1831.
	130 Bolts	253 New						59 6 –	Workmen	One in 1828. One in 1831. One in 1832. One in 1833.

Memorandum:—Not any Copper Sheets or Bolts manufactured at *Woolwich* Dock Yard.

Admiralty,
11 April 1835.

R. Dundas, Storekeeper General.

159.

COPPER.

AN ACCOUNT of the Quantities of Copper Sheets and Bolts rolled in His Majesty's Dock Yards at *Portsmouth*, in the Years 1833 and 1834.

(*Mr. Pendarves.*)

Ordered, by The House of Commons, *to be Printed,*
13 *April* 1835.

159.

COPPER AND TIN.

RETURNS to several Orders of the Honourable The House of Commons, dated 13 March 1835;—*for*,

AN ACCOUNT of all Copper Imported into the United Kingdom, in the Year ending 5th January 1835; distinguishing each Sort of Copper, from what Country, and into what Ports Imported.

AN ACCOUNT of the Quantities of Copper Exported from the United Kingdom, in the Year ending 5th January 1835; distinguishing each Sort, from what Port sent, and to what Country Exported.

AN ACCOUNT of the Quantities of Copper Exported from the Port of London, in the Year ending 5th January 1835; distinguishing each Sort, and to what Country Exported.

AN ACCOUNT of the Quantities of Copper Exported from the Port of Liverpool, in the Year ending 5th January 1835; distinguishing each Sort, and to what Country Exported.

AN ACCOUNT of all Copper Ore that has been Imported into the United Kingdom, without Payment of Duty, for the purpose of Exportation, in the Year ending 5th January 1835.

AN ACCOUNT of all Tin Imported into the United Kingdom, in the Year ending 5th January 1835; distinguishing from what Countries Imported:—Also, An Account of all Tin Exported from the United Kingdom, in the Year ending 5th January 1835; distinguishing to what Countries Exported.

(*Mr. Pendarves.*)

Ordered, by The House of Commons, *to be Printed,*
16 *April* 1835.

COPPER Imported into the United Kingdom, in the Year ending 5th January 1835.

	Unwrought, in Bricks or Pigs, Rose Copper and Cast Copper.	Part Wrought, viz. Bars, Rods, or Ingots, hammered or raised.	PLATES and COIN.	OLD for Re-manufacture.	ORE.	COPPER MANUFACTURES: Entered by Weight.	COPPER MANUFACTURES: Entered by Value.
PORTS into which Imported :—							VALUE.
ENGLAND.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	£. s. d.
London - - -	7,902 – 2	872 – 9	– – 20	354 – 24	141 2 26	112 2 5	3,716 9 10
Dover - - -	- -	- -	- -	- -	- - -	- -	80 15 -
Rye - - - -	- -	- -	- -	- -	- - -	- -	1 3 4
Shoreham - - -	- -	- -	- -	- -	- - -	- -	2 10 –
Southampton - -	- -	- -	- -	- -	- - -	- -	15 15 –
Plymouth - - -	- -	- -	- -	- -	- - -	- -	1 – –
Bristol - - -	- -	- -	- -	26 – 21	235 – 3	—	—
Swansea { Foreign -	- -	- -	- -	- -	79,232 1 15	—	—
Swansea { of the Isle of Man	- -	- -	- -	- -	6,280 – –	—	—
Llanelly - - -	2 1 15	- -	- -	- -	4,406 – 25	—	—
Liverpool - - -	3,201 3 22	674 2 18	– – 2	101 – 24	55,725 2 7	- -	39 5 –
Newcastle - - -	- -	- -	- -	2 1 5	—	—	—
SCOTLAND.							
Leith - - -	- -	- -	- -	- -	- - -	- -	14 – –
Greenock - - -	- -	- -	- -	2 3 24	- - -	- -	1 – –
IRELAND.							
Dublin - - -	- -	- -	- -	- -	- - -	- -	1 10 –
Belfast - - -	- -	- -	- -	33 2 8	—	—	—
Total Quantity Imported -	11,106 1 11	1,546 2 27	– – 22	520 1 22	146,020 3 20	112 2 5	3,873 8 2
COUNTRIES from which Imported :—							
Russia - - -	101 – 23	539 1 18	- -	- -	- - -	- -	7 10 –
Sweden - - -	- -	- -	- -	- -	12,700 3 16	—	—
Norway - - -	- -	- -	- -	2 1 5	2,325 2 10	—	—
Germany - - -	- -	1 3 11	- -	28 2 10	- - -	4 3 8	2,161 10 4
Holland - - -	- -	- -	- -	2 – 1	878 – 20	85 2 25	1 10 –
Belgium - - -	- -	- -	- -	- -	- - -	- -	4 19 –
France - - -	– – 2	- -	- -	- -	- - -	6 3 4	1,555 – 6
Portugal, viz. the Azores	- -	- -	- -	8 3 19	—	—	—
Spain - - -	2 1 15	- -	- -	- -	989 2 1	—	—
Gibraltar - - -	- -	24 3 –	- -	- -	88 – 26	—	—
Italy - - -	- -	- -	– – 20	- -	47 1 20	- -	9 5 –
Turkey - - -	436 3 4	- -	– – 2	- -	1 – 15	—	—
Western Coast of Africa	14 1 27	11 – 19	- -	97 2 23	- - -	15 – 24	1 – –
Cape of Good Hope -	- -	- -	- -	115 1 4	- - -	- -	10 – –
St. Helena & Ascension	- -	- -	- -	14 – 15	—	—	—
East India Company's Territories - -	- -	- -	- -	- -	3 2 7	- -	93 15 –
Ceylon - - -	- -	- -	- -	13 1 23	—	—	—
Java - - - -	- -	- -	- -	- -	- - -	- -	1 3 4
New South Wales and Van Diemen's Land	39 2 –	- -	- -	52 1 26	- - -	- -	18 10 –
British North American Colonies - -	- -	- -	- -	35 1 25	—	—	—
British West Indies -	- -	- -	- -	123 2 22	1 1 20	- -	6 5 –
Cuba - - -	- -	- -	- -	- -	37,836 – 9	—	—
United States of America	1,911 – 2	- -	- -	3 2 15	4 – –	- -	3 – –
Columbia - - -	- -	- -	- -	- -	51,434 3 20	—	—
Brazil - - -	- -	- -	- -	19 2 15	- - -	—	—
Chili - - -	8,459 1 10	969 2 7	- -	3 – 15	33,415 – 20	—	—
Peru - - - -	141 2 12	- -	- -	- -	14 3 4	—	—
Isle of Man (produce) -	- -	- -	- -	- -	6,280 – –	—	—
Total Quantity Imported -	11,106 1 11	1,546 2 27	– – 22	520 1 22	146,020 3 20	112 2 5	3,873 8 2

COPPER Exported from the United Kingdom, in the Year ending 5th January 1835.

PORTS from which EXPORTED.	BRITISH COPPER.					COPPER Smelted in the United Kingdom from Foreign Ore.
	Unwrought in Bricks, Pigs, &c.	SHEETS, NAILS, &c.	WIRE.	WROUGHT COPPER, of Other Sorts.	TOTAL of BRITISH COPPER.	Unwrought in Bricks, Pigs, &c.
ENGLAND:	*Cwts. qrs. lbs.*	*Cwts. qrs. lbs.*	*Cwts. qrs. lbs.*	*Cwts. qrs. lbs.*	*Cwts. qrs. lbs.*	*Cwts. qrs. lbs.*
London	23,136 3 22	36,651 3 17	43 1 12	4,177 2 25	64,009 3 20	1,231 2 15
Dover	- - -	- - -	- - -	28 - -	28 - -	—
Southampton	- - -	- - -	- - -	555 2 -	555 2 -	—
Poole	- - -	- - -	- - -	1 2 -	1 2 -	—
Plymouth	- - -	- - -	- - -	56 2 19	56 2 19	—
Bristol	1,300 - -	- - -	- - -	3,413 3 14	4,713 3 14	—
Chepstow	- - -	600 - -	- - -	- - -	600 - -	—
Cardiff	- - -	290 - 6	- - -	- - -	290 - 6	—
Swansea	35,239 - 8	613 2 20	- - -	- - -	35,852 3 -	13,283 1 2
Llanelly	2,900 - -	- - -	- - -	- - -	2,900 - -	3,028 1 22
Liverpool	18,782 3 17	41,766 - 16	- 1 27	4,813 2 7	65,363 - 11	6,171 1 23
Whitehaven	- - -	- - -	- - -	- 3 6	- 3 6	—
Newcastle	- - -	11 2 12	- 1 -	22 1 15	34 - 27	—
Hull	- - -	8 2 16	- - -	56 3 18	65 2 6	—
Harwich	- - -	1 3 22	- - -	- - -	1 3 22	—
SCOTLAND:						
Leith	- - -	30 2 18	- - -	- - -	30 2 18	—
Aberdeen	- - -	- - -	- - -	- 1 5	- 1 5	—
Greenock	620 - -	1,216 2 -	- - -	1,105 2 19	2,942 - 19	—
Port Glasgow	- - -	172 2 26	- - 20	43 3 12	216 3 2	—
Glasgow	- - -	- - -	- - -	15 3 3	15 3 3	—
Dumfries	- - -	- - -	- - -	- 1 2	- 1 2	—
IRELAND:						
Dublin	- - -	- - -	- - -	52 - -	52 - -	—
Total	81,978 3 19	81,363 3 13	44 1 3	14,344 3 5	177,731 3 12	23,714 3 6

PORTS from which EXPORTED.	FOREIGN COPPER.				
	UNWROUGHT in Bricks and Pigs, Rose and Cast Copper.	OLD, Fit only for Re-manufacture.	Part WROUGHT, viz. Bars, Rods or Ingots, hammered or raised.	MANUFACTURES:	
				Entered by Weight.	Entered at Value.
	Cwts. qrs. lbs.	*Cwts. qrs. lbs.*	*Cwts. qrs. lbs.*	*Cwts. qrs. lbs.*	*£. s. d.*
London	9,285 - 13	210 2 27	829 3 2	112 2 5	109 - -
Liverpool	1,544 1 -	178 1 20	631 - 24	- - -	15 - -
Total	10,829 1 13	389 - 19	1,460 3 26	112 2 5	124 - -

(continued.)

COPPER Exported from the United Kingdom, in the Year ending 5th January 1835—*continued.*

COUNTRIES to which EXPORTED.	BRITISH COPPER. Unwrought in Bricks, Pigs, &c.			SHEETS, NAILS, &c.			WIRE.			WROUGHT COPPER of Other Sorts.			TOTAL of BRITISH COPPER.			COPPER Smelted in the United Kingdom, from Foreign Ore. Unwrought in Bricks, Pigs, &c.		
	Cwts.	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*
Russia	-	-	-	-	-	-	3	3	5	6	3	10	10	2	15	—		
Sweden	-	-	-	-	-	-	-	-	-	1	2	-	1	2	-	—		
Norway	-	-	-	4	3	2	-	1	-	-	-	-	5	-	2	—		
Denmark	-	-	-	55	2	12	3	-	8	-	2	-	59	-	20	—		
Prussia	-	-	-	-	-	-	-	3	18	1	2	-	2	1	18	—		
Germany	31	2	13	2,948	1	19	-	2	-	67	2	16	3,048	-	20	—		
Holland	1,260	1	11	5,833	1	3	11	1	11	388	3	19	7,493	3	16	2,413	2	7
Belgium	3,846	2	9	2,425	-	7	2	-	-	424	-	6	6,697	2	22	140	3	17
France	36,234	-	8	1,285	-	3	2	-	26	1,034	3	20	38,556	1	1	17,762	2	16
Portugal, Azores and Madeira	-	-	-	1,355	2	17	-	-	-	231	-	2	1,586	2	19	—		
Spain and the Canaries	2	2	-	993	3	23	-	-	-	40	1	16	1,036	3	11	—		
Gibraltar	-	-	-	425	-	4	-	-	-	-	-	-	425	-	4	—		
Italy	262	2	-	3,023	3	19	-	-	-	104	2	17	3,391	-	8	1,516	1	23
Malta	-	-	-	231	1	3	2	-	-	-	-	-	233	1	3	—		
Ionian Islands	-	-	-	8	3	-	-	-	-	5	-	-	13	3	-	—		
Turkey	-	-	-	1,357	-	25	-	-	-	1	1	-	1,358	1	25	—		
Asia	40,323	1	6	34,385	1	17	1	1	20	2,881	2	18	77,591	3	5	1,774	2	13
Africa	-	-	-	1,061	1	18	-	-	-	1,503	2	4	2,564	3	22	—		
British North American Colonies		-	-	2,535	-	18	-	-	-	370	1	21	2,905	2	11	—		
British West Indies	-	-	-	1,914	2	15	3	1	25	1,790	2	21	3,708	3	5	—		
Foreign West Indies	-	-	-	3,374	1	9	-	-	-	294	-	10	3,668	1	19	—		
United States of America	-	-	-	12,740	-	20	12	2	-	3,898	2	5	16,651	-	25	106	2	14
Mexico	-	-	-	21	-	-	-	1	2	13	1	4	34	2	6	—		
Columbia	-	-	-	50	-	-	-	-	-	52	-	-	102	-	-	—		
Brazil	-	-	-	2,623	-	1	-	-	-	630	3	5	3,253	3	6	—		
States of the Rio de la Plata	-	-	-	36	-	-	-	-	-	72	-	-	108	-	-	—		
Chili	-	-	-	362	2	-	-	-	-	81	1	-	443	3	-	—		
Peru	-	-	-	278	1	8	-	-	-	108	2	16	386	3	24	—		
Isles Guernsey, Jersey, Alderney and Man	18	-	-	2,033	3	22	-	2	-	339	2	19	2,392	-	13	—		
Total	81,978	3	19	81,363	3	13	44	1	3	14,344	3	5	177,731	3	12	23,714	3	6

COUNTRIES to which EXPORTED.	FOREIGN COPPER. UNWROUGHT in Bricks and Pigs, Rose, and Cast Copper.			OLD, Fit only for Re-manufacture.			Part WROUGHT, viz. Bars, Rods or Ingots, hammered or raised.			MANUFACTURES: Entered by Weight.			MANUFACTURES: Entered at Value.		
	Cwts.	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*£.*	*s.*	*d.*
Germany	100	-	5	—			—			—			—		
Holland	1,974	3	6	24	1	2	—			—			—		
Belgium	4,326	1	27	-	-	-	761	-	6	—			—		
France	845	1	18	259	3	8	35	3	19	15	-	24	—		
Spain	-	-	-	-	-	-	-	-	-	-	-	-	30	-	-
Italy	649	2	-	2	3	12	64	2	18	—			—		
Asia	2,920	3	27	69	3	25	59	3	21	90	2	5	10	-	-
Africa	-	-	-	-	-	-	539	1	18	-	-	-	12	-	-
British Northern Colonies	-	-	-	-	-	-	-	-	-	-	-	-	15	-	-
British West Indies	-	-	-	-	-	-	-	-	-	6	3	4	20	-	-
United States of America	12	-	14	-	-	-	-	-	-	-	-	-	22	-	-
Columbia	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-
Brazil	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-
Guernsey and Jersey	-	-	-	32	1	-	—			—			—		
Total	10,829	1	13	389	-	19	1,460	3	26	112	2	5	124	-	-

COPPER Exported from the Port of London, in the Year ending 5th January 1835.

COUNTRIES to which EXPORTED.	BRITISH COPPER.															COPPER Smelted in the United Kingdom, from Foreign Ore.		
	Unwrought in Bricks, Pigs, &c.			SHEETS, NAILS, &c.			WIRE.			WROUGHT COPPER of Other Sorts.			TOTAL of BRITISH COPPER.			Unwrought in Bricks, Pigs, &c.		
	Cwts.	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*
RUSSIA	-	-	-	-	-	-	3	3	5	6	3	10	10	2	15	—		
Sweden	-	-	-	-	-	-	-	-	-	1	2	-	1	2	-	—		
Denmark	-	-	-	50	-	-	3	-	8	-	-	-	53	-	8	—		
Prussia	-	-	-	-	-	-	-	3	18	1	2	-	2	1	18	—		
Germany	31	2	13	2,939	3	3	-	2	-	47	2	16	3,019	2	4	—		
Holland	600	1	11	5,833	1	3	11	1	11	388	3	19	6,833	3	16	1,090	2	26
Belgium	1,446	2	9	2,405	-	7	2	-	-	424	-	6	4,277	2	22	140	3	17
France	1,150	-	-	1,063	3	25	2	-	26	615	3	20	2,832	-	15	—		
Portugal, Azores and Madeira	-	-	-	1,059	3	4	-	-	-	93	-	9	1,152	3	13	—		
Spain and the Canaries	2	2	-	868	1	23	-	-	-	40	1	16	911	1	11	—		
Gibraltar	-	-	-	198	-	4	-	-	-	-	-	-	198	-	4	—		
Italy	42	2	-	1,569	1	9	-	-	-	58	3	14	1,670	2	23	—		
Malta	-	-	-	190	2	3	2	-	-	-	-	-	192	2	3	—		
Ionian Islands	-	-	-	8	3	-	-	-	-	5	-	-	13	3	-	—		
Turkey	-	-	-	1,338	-	25	-	-	-	1	1	-	1,339	1	25	—		
Asia	19,850	1	17	9,641	-	6	1	1	-	332	3	18	29,825	2	13	—		
Africa	-	-	-	740	1	18	-	-	-	159	2	4	899	3	22	—		
British North American Colonies	-	-	-	1,365	2	15	-	-	-	64	3	15	1,430	2	2	—		
British West Indies	-	-	-	749	3	11	3	1	-	1,069	1	3	1,822	1	14	—		
Foreign West Indies	-	-	-	-	-	-	-	-	-	47	-	-	47	-	-	—		
United States of America	-	-	-	4,096	2	19	12	2	-	379	2	1	4,488	2	20	—		
Mexico	-	-	-	10	-	-	-	-	-	-	-	-	10	-	-	—		
Brazil	-	-	-	936	-	26	-	-	-	410	2	21	1,346	3	19	—		
Chili	-	-	-	110	-	-	-	-	-	2	-	-	112	-	-	—		
Peru	-	-	-	278	1	8	-	-	-	-	-	21	278	2	1	—		
Isles of Guernsey, Jersey, Alderney and Man	13	-	-	1,198	2	4	-	2	-	26	3	-	1,238	3	4	—		
TOTAL	23,136	3	22	36,651	3	17	43	1	12	4,177	2	25	64,009	3	20	1,231	2	15

COUNTRIES to which EXPORTED.	FOREIGN COPPER.														
	UNWROUGHT in Bricks and Pigs, Rose, and Cast Copper.			OLD, Fit only for Re-manufacture.			Part WROUGHT, viz. Bars, Rods or Ingots, Hammered or raised.			MANUFACTURES:					
										Entered by Weight.			Entered at Value.		
	Cwts.	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*£.*	*s.*	*d.*
GERMANY	100	-	5	—			—			—			—		
Holland	1,974	3	6	24	1	2	—			—			—		
Belgium	4,326	1	27	-	-	-	279	-	21	—			—		
France	743	3	12	144	1	27	11	-	19	15	-	24	—		
Spain	-	-	-	-	-	-	-	-	-	-	-	-	30	-	-
Italy	220	1	24	—			—			—			—		
Asia	1,919	1	23	41	3	26	-	-	-	90	2	5	10	-	-
Africa	-	-	-	-	-	-	539	1	18	-	-	-	12	-	-
British Northern Colonies	-	-	-	-	-	-	-	-	-	-	-	-	15	-	-
British West Indies	-	-	-	-	-	-	-	-	-	6	3	4	20	-	-
United States of America	-	-	-	-	-	-	-	-	-	-	-	-	22	-	-
TOTAL	9,285	-	13	210	2	27	829	3	2	112	2	5	109	-	-

COPPER Exported from the Port of Liverpool, in the Year ending 5th January 1835.

COUNTRIES to which EXPORTED.	BRITISH COPPER. Unwrought, in Bricks, Pigs, &c.			BRITISH COPPER. SHEETS, NAILS, &c.			BRITISH COPPER. WIRE.			BRITISH COPPER. WROUGHT COPPER of Other Sorts.			BRITISH COPPER. TOTAL of BRITISH COPPER.			COPPER, Smelted in the United Kingdom, from Foreign Ore. Unwrought, in Bricks, Pigs, &c.		
	Cwts.	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*
Norway	-	-	-	2	3	8	-	-	-	-	-	-	2	3	8	—		
Holland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	822	3	9
Belgium	-	-	-	20	–	–	-	-	-	-	-	-	20	–	–	—		
France	10	–	–	21	–	–	-	-	-	-	-	-	31	–	–	1,950	3	20
Portugal, Azores and Madeira	-	-	-	295	3	13	-	-	-	104	3	21	400	3	6	—		
Spain and the Canaries	-	-	-	125	2	–	-	-	-	-	-	-	125	2	–	—		
Gibraltar	-	-	-	227	–	–	-	-	-	-	-	-	227	–	–	—		
Italy	220	–	–	1,454	2	10	-	-	-	30	–	–	1,704	2	10	1,516	1	23
Malta	-	-	-	40	3	–	-	-	-	-	-	-	40	3	–	—		
Turkey	-	-	-	19	–	–	-	-	-	-	-	-	19	–	–	—		
Asia	18,552	3	17	22,943	1	17	-	-	-	1,170	–	–	42,666	1	6	1,774	2	13
Africa	-	-	-	321	–	–	-	-	-	1,093	–	–	1,414	–	–	—		
British North American Colonies	-	-	-	966	3	3	-	-	-	208	3	22	1,175	2	25	—		
British West Indies	-	-	-	1,132	2	10	–	–	25	323	3	12	1,456	2	19	—		
Foreign West Indies	-	-	-	3,374	1	9	-	-	-	211	1	27	3,585	3	8	—		
United States of America	-	-	-	8,563	2	1	-	-	-	1,091	–	4	9,654	2	5	106	2	14
Mexico	-	-	-	11	–	–	–	1	2	13	1	4	24	2	6	—		
Columbia	-	-	-	50	–	–	-	-	-	52	–	–	102	–	–	—		
Brazil	-	-	-	1,686	3	3	-	-	-	220	–	12	1,906	3	15	—		
States of the Rio de la Plata	-	-	-	36	–	–	-	-	-	72	–	–	108	–	–	—		
Chili	-	-	-	252	2	–	-	-	-	79	1	–	331	3	–	—		
Peru	-	-	-	-	-	-	-	-	-	108	1	23	108	1	23	—		
Isles; Guernsey, Jersey, Alderney and Man	-	-	-	221	2	26	-	-	-	35	–	22	256	3	20	—		
Total	18,782	3	17	41,766	–	16	–	1	27	4,813	2	7	65,363	–	11	6,171	1	23

COUNTRIES to which EXPORTED.	FOREIGN COPPER. Unwrought, in Bricks and Pigs, Rose and Cast Copper.			FOREIGN COPPER. OLD, Fit only for Re-manufacture.			FOREIGN COPPER. Part Wrought, viz. Bars, Rods, or Ingots, hammered or raised.			FOREIGN COPPER. Manufactures Entered at Value.		
	Cwts.	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	*Cwts.*	*qrs.*	*lbs.*	£.	*s.*	*d.*
Belgium	-	-	-	-	-	-	481	3	13	—		
France	101	2	6	115	1	9	24	3	–	—		
Italy	429	–	4	2	3	12	64	2	18	—		
Asia	1,001	2	4	27	3	27	59	3	21	—		
United States of America	12	–	14	—			—			—		
Columbia	-	-	-	-	-	-	-	-	-	5	–	–
Brazil	-	-	-	-	-	-	-	-	-	10	–	–
Guernsey	-	-	-	32	1	–	—			—		
Total	1,544	1	–	178	1	20	631	–	24	15	–	–

AN ACCOUNT of all Copper Ore that has been Imported into the United Kingdom without Payment of Duty, for the purpose of Exportation, in the Year ending 5th January 1835.

	Cwts.	lbs.	qrs.
Quantity Imported and Warehoused, for the purpose of being afterwards Exported or delivered for Home Consumption, at the option of the Merchant	139,730	1	6
Quantity Exported from the Warehouses without payment of Duty; viz.			
Foreign Copper Ore	nil.		
Copper smelted in this Country from Foreign Ore	23,714	3	6

AN ACCOUNT of all TIN Imported into the United Kingdom in the Year ending 5th January 1835; distinguishing from what Countries Imported:—Also, An Account of all Tin Exported from the United Kingdom in the Year ending 5th January 1835; distinguishing to what Countries Exported.

TIN Imported into the United Kingdom.

COUNTRIES FROM WHICH IMPORTED.	Year ended 5th January 1835.		
	Cwts.	qrs.	lbs.
Holland	2,066	3	–
Belgium	9,936	3	15
East India Company's Territories, exclusive of Singapore	753	1	8
Singapore	32,858	–	3
Java	1,145	2	20
Peru	9	1	2
Total	46,769	3	20

TIN Exported from the United Kingdom.

COUNTRIES TO WHICH EXPORTED.	Year ending 5th January 1835.					
	British Tin.			Foreign Tin.		
	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.
Russia	1,032	–	–	5,664	1	17
Sweden	392	3	27	65	–	15
Norway	12	1	27	—		
Denmark	21	1	15	—		
Prussia	344	1	–	164	–	13
Germany	183	–	14	1,883	1	18
Holland	282	2	14	1,834	1	11
Belgium	56	–	–	21,050	2	27
France	2,832	1	21	1,034	3	10
Portugal, Azores and Madeira	84	–	–	140	1	8
Spain and the Canaries	462	2	–	378	–	16
Gibraltar	80	–	–	63	3	18
Italy	273	2	7	10,182	1	20
Malta	12	–	–	40	–	6
Ionian Islands	16	–	–	14	–	8
Turkey and Continental Greece	1,804	–	–	2,114	–	20
Morea and Greek Islands	166	–	–	217	3	15
Asia	39	2	4	42	2	21
Africa	69	–	13	19	3	24
British North American Colonies	70	–	–	—		
British West Indies	124	–	24	—		
Foreign West Indies	64	1	24	20	–	4
United States of America	480	1	–	1,649	–	8
Columbia	14	–	–	—		
Brazil	318	2	16	73	–	10
States of the Rio de la Plata	78	–	–	32	–	1
Guernsey, Jersey, Alderney and Man	38	–	14	—		
Total	9,351	2	24	46,684	3	10

Inspector General's Office,
Custom House, London,
14 April 1835.

WILLIAM IRVING,
Inspector General of Imports
and Exports.

COPPER AND TIN.

ACCOUNTS

OF

COPPER AND TIN IMPORTED AND EXPORTED

IN THE

YEAR ENDING 5TH JANUARY

1835.

(*Mr. Pendarves.*)

Ordered, by The House of Commons, *to be Printed,*
16 *April* 1835.

166.

GRAIN, MEAL AND FLOUR.

1.—AN ACCOUNT of the GRAIN of all Sorts, MEAL and FLOUR, stated in Quarters, Imported into *Great Britain,* from Foreign Parts, distinguishing each Sort, as well as the Countries from whence Imported, together with the Average Price of each Sort of Grain in *Great Britain,* in the Year ending 5th January 1835.

2.—AN ACCOUNT of the Quantities of FOREIGN and COLONIAL GRAIN and FLOUR, distinguishing each Sort, Entered Weekly for HOME CONSUMPTION, with the Rate of Duty and the Amount of Duty paid thereon, in the Year 1834; showing the Total Quantity Entered, and the Total Amount of Duty Received in that Year.

3.—AN ACCOUNT of the Quantity of FOREIGN and COLONIAL GRAIN, MEAL and FLOUR, stated in Quarters, distinguishing each Sort, remaining in Warehouse in the United Kingdom, on 5th January 1835.

4.—AN ACCOUNT of the GRAIN, MEAL and FLOUR, stated in Quarters, distinguishing each Sort, Imported from *Ireland,* in the Year ending 10th October 1834.

(Mr. Grattan.)

Ordered, by The House of Commons, *to be Printed,*
14 *May* 1835.

1.—AN ACCOUNT of the Grain of all Sorts, Meal and Flour, stated in Quarters, Countries from whence Imported; together with the Average Price of each

	Imports into Great Britain - -					
	BARLEY and BARLEY MEAL.		BEANS and BEAN MEAL.		INDIAN CORN and MEAL.	
	Qrs.	Bush.	Qrs.	Bush.	Qrs.	Bush.
Russia	1,270	4	–	2	-	-
Sweden	-	-	-	-	-	-
Norway	-	-	-	-	-	-
Denmark	82,427	3	5,842	2	-	-
Prussia	2,166	4	1,024	7	-	-
Germany	2,161	6	37,923	7	-	-
Holland	178	5	1,247	3	-	-
Belgium	-	-	506	3	-	-
France	1	5	–	1	-	-
Portugal	-	-	-	-	-	-
Spain	-	-	-	-	-	-
Italy	-	-	1,215	4	637	–
Africa; viz., Tripoli, Barbary and Morocco	–	1	–	2	-	-
—— Cape Coast Castle and Coast to Cape of Good Hope	-	-	-	-	212	1
—— Cape of Good Hope	-	-	-	-	-	-
East India Company's Territories	-	-	-	-	-	-
Van Diemen's Land	-	-	-	-	-	-
British North American Colonies	–	6	-	-	-	-
British West Indies	-	-	-	-	1	6
United States of America	-	-	-	-	2	1
Columbia	-	-	-	-	-	-
Chili	-	-	-	-	-	-
Isles of Guernsey, Jersey, Alderney and Man (Foreign Grain)	-	-	-	-	-	-
Foreign and Colonial Grain, &c.	88,207	2	47,760	7	853	–
Produce of Guernsey, Jersey, Alderney and Man	12,289	7	93	4	-	-
Total	100,497	1	47,854	3	853	–
	Barley.		Beans.			
	s.	d.	s.	d.		
Average Prices in *Great Britain*	29	–	35	3	-	-

Imported into *Great Britain* from Foreign Parts, distinguishing each Sort, as well as the Sort of Grain in *Great Britain*, in the Year ending 5th January 1835.

- - - from Foreign Parts, in the Year ending 5th January 1835.

OATS and OATMEAL.		PEASE.		RYE and RYE MEAL.		WHEAT and WHEAT FLOUR.		BUCK WHEAT.		TOTAL.	
Qrs.	*Bush.*	*Qrs.*	*Bush.*	*Qrs.*	*Bush.*	*Qrs.*	*Bush.*	*Qrs.*	*Bush.*	*Qrs.*	*Bush.*
13,017	–	197	5	- - -		–	4	–	6	14,486	5
19,667	2	2,683	5	- - -		–	4	- - -		22,351	3
6	7	165	4	- - -		- - -		- - -		172	3
79,129	6	21,085	5	- - -		13,678	–	- - -		202,163	–
10,647	1	11,052	4	- - -		41,754	5	- - -		66,645	5
26,754	2	26,471	2	- - -		43,775	6	1	–	137,087	7
22,735	7	5,487	4	- - -		- - -		- - -		29,649	3
2,421	4	11	6	- - -		- - -		- - -		2,939	5
- - -		–	2	- - -		- - -		–	7	2	7
3	6	- - -		- - -		- - -		- - -		3	6
- - -		1	5	- - -		–	2	- - -		1	7
- - -		- - -		10	–	1	2	- - -		1,863	6
- - -		–	2	- - -		- - -		- - -		–	5
- - -		- - -		- - -		- - -		- - -		212	1
- - -		- - -		- - -		1,639	4	- - -		1,639	4
–	3	35	7	- - -		6,727	5	- - -		6,763	7
- - -		- - -		- - -		1,805	4	- - -		1,805	4
666	–	283	–	- - -		55,779	5	- - -		56,729	3
- - -		–	6	- - -		2	4	–	4	5	4
1	1	- - -		- - -		9,931	3	- - -		9,934	5
- - -		- - -		- - -		–	3	- - -		–	3
- - -		- - -		- - -		–	2	- - -		–	2
- - -		280	1	- - -		203	4	- - -		483	5
175,050	7	67,757	2	10	–	175,301	1	3	1	554,943	4
622	2	6	2	- - -		25,727	3	- - -		38,739	2
175,673	1	67,763	4	10	–	201,028	4	3	1	593,682	6
Oats.		Pease.		Rye.		Wheat.					
s.	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*				
20	11	39	4	32	9	46	2				

2.—AN ACCOUNT of the Quantities of FOREIGN and COLONIAL GRAIN and FLOUR, distinguishing each Sort, 1834; showing the Total Quantity Entered,

In the Weeks following the Receipt of the Certificates of Average Prices, dated:	WHEAT.													
	FOREIGN.							COLONIAL.						
	Quantity entered for Home Consumption.		Rates of Duty per Quarter chargeable in the respective Weeks.		Amount of Duty received.			Quantity entered for Home Consumption.		Rates of Duty per Quarter chargeable in the respective Weeks.		Amount of Duty received.		
	Qrs.	Bush.	s.	d.	£.	s.	d.	Qrs.	Bush.	s.	d.	£.	s.	d.
January - 2 - 1834	-	-	37	8	-	-	-	336	4	5	-	84	3	-
9 - ,,	-	-	,,		-	-	-	568	2	,,		142	1	3
16 - ,,	34	-	,,		64	1	5	405	5	,,		100	19	5
23 - ,,	-	- ¼	,,		-	1	2	170	7	,,		42	14	4
30 - ,,	11	4	,,		16	1	7	1,089	2	,,		272	6	3
February 6 - ,,	-	-	,,		-	-	-	255	-	,,		63	15	-
13 - ,,	-	2 ½	,,		-	11	10	423	1	,,		105	4	5
20 - ,,	-	-	38	8	-	-	-	734	4	,,		183	12	6
27 - ,,	22	7	,,		44	4	6	1,476	-	,,		369	-	11
March - 6 - ,,	-	1	,,		-	4	10	184	2	,,		46	1	3
13 - ,,	-	5 ¾	,,		1	7	2	388	1	,,		97	-	7
20 - ,,	-	-	,,		-	-	-	20	-	,,		5	-	-
27 - ,,	-	- ¼	,,		-	1	3	1,353	2	,,		338	6	3
April - 3 - ,,	-	-	39	8	-	-	-	1,397	6	,,		349	8	9
10 - ,,	-	-	,,		-	-	-	154	7	,,		38	14	5
17 - ,,	-	-	,,		-	-	-	14	4	,,		3	12	6
24 - ,,	-	-	,,		-	-	-	638	3	,,		159	11	11
May - 1 - ,,	9	4	,,		2	7	1	1,260	3	,,		315	1	11
8 - ,,	1	-	,,		1	19	8	303	7	,,		75	19	5
15 - ,,	-	-	,,		-	-	-	416	4	,,		104	2	6
22 - ,,	4	3	38	8	8	9	2	741	4	,,		185	7	6
29 - ,,	-	-	,,		-	-	-	20	-	,,		5	-	-
June - 5 - ,,	-	-	39	8	-	-	-	868	2	,,		217	1	3
12 - ,,	-	-	,,		-	-	-	25	-	,,		6	5	-
19 - ,,	1	5	,,		3	1	2	160	-	,,		40	-	-
26 - ,,	-	-	,,		-	-	-	2,422	3	,,		605	11	-
July - 3 - ,,	-	-	,,		-	-	-	2,085	7	,,		521	9	5
10 - ,,	-	3	38	8	-	14	6	961	2	,,		240	6	3
17 - ,,	-	6	,,		1	9	2	1,982	4	,,		495	12	6
24 - ,,	-	-	,,		-	-	-	1,639	3	,,		409	16	11
31 - ,,	-	-	,,		-	-	-	2,791	-	,,		697	15	-
August - 7 - ,,	-	-	,,		-	-	-	2,615	5	,,		653	18	2
14 - ,,	-	-	,,		-	-	-	661	7	,,		165	9	5
21 - ,,	5	3	,,		10	7	10	374	7	,,		93	14	4
28 - ,,	-	-	,,		-	-	-	388	-	,,		97	-	-
September 4 - ,,	1	-	,,		1	18	8	1,023	4	,,		255	17	9
11 - ,,	9	7	39	8	19	11	9	65	-	,,		16	5	-
18 - ,,	3	2	40	8	6	12	3	1,993	1	,,		498	5	8
25 - ,,	-	-	41	8	-	-	-	8	3	,,		2	1	11
October - 2 - ,,	-	4	42	8	1	1	8	425	6	,,		106	8	9
9 - ,,	4	-	43	8	8	9	1	195	-	,,		48	15	-
16 - ,,	-	-	,,		-	-	-	821	6	,,		205	8	9
23 - ,,	-	2	44	8	-	11	7	1,252	4	,,		313	2	6
30 - ,,	-	-	,,		-	-	-	414	3	,,		103	11	11
November 6 - ,,	-	-	45	8	-	-	-	1,773	-	,,		442	17	7
13 - ,,	54	1	,,		123	11	9	2,291	2	,,		572	16	3
20 - ,,	1	6	,,		3	19	11	1,673	-	,,		418	5	-
27 - ,,	-	-	,,		-	-	-	1,480	-	,,		370	-	-
December 4 - ,,	1	2 ½	,,		2	19	10	1,534	1	,,		383	10	8
11 - ,,	-	-	44	8	-	-	-	394	5	,,		98	13	2
18 - ,,	-	-	,,		-	-	-	169	2	,,		42	6	3
25 - ,,	-	-	45	8	-	-	-	150	-	,,		37	10	-
January - 1 - 1835	-	-	,,		-	-	-	-	-	,,		-	-	-
TOTAL in the Year ending 5 January 1835 - - -	168	5 ¼	-	-	323	18	10	44,993	1	-	-	11,246	19	6

Entered Weekly for HOME CONSUMPTION, with the Rate of Duty and the Amount of Duty paid thereon, in the Year and the Total Amount of Duty received in that Year.

BARLEY.			OATS.			RYE.		
FOREIGN.			FOREIGN.			FOREIGN.		
Quantity entered for Home Consumption.	Rates of Duty per Quarter chargeable in the respective Weeks.	Amount of Duty received.	Quantity entered for Home Consumption.	Rates of Duty per Quarter chargeable in the respective Weeks.	Amount of Duty received.	Quantity entered for Home Consumption.	Rates of Duty per Quarter chargeable in the respective Weeks.	Amount of Duty received.
Qrs. Bush.	*s. d.*	*£. s. d.*	*Qrs. Bush.*	*s. d.*	*£. s. d.*	*Qrs. Bush.*	*s. d.*	*£. s. d.*
- - -	18 4	- - -	- - -	18 3	- - -	- - -	19 9	—
3 –	”	2 15 –	- - -	”	- - -	- - -	”	—
- - -	19 10	- - -	19 1	”	4 7 3	- - -	21 3	—
- - -	”	- - -	– 4	19 9	– 5 5	- - -	”	—
- - -	”	- - -	- - -	”	- - -	- - -	”	—
- - -	”	- - -	- - -	”	- - -	- - -	22 9	—
12 4	21 4	1 6 8	5 –	”	5 18 6	- - -	”	—
- - -	”	- - -	- - -	”	- - -	- - -	21 3	—
- - -	”	- - -	16 2	”	17 4 7	3 3	22 9	3 16 9
- - -	”	- - -	7 –	”	8 5 11	- - -	”	—
- - -	”	- - -	104 –	”	103 5 10	- - -	21 3	—
- - -	”	- - -	25 –	”	29 12 6	- - -	”	—
- - -	”	- - -	- - -	”	- - -	- - -	”	—
6 –	”	6 8 –	1 6	”	2 1 6	- - -	22 9	—
- - -	”	- - -	8 7	”	10 10 4	- - -	21 3	—
37 –	”	39 9 4	- - -	”	- - -	- - -	”	—
9 4	”	10 2 8	- - -	”	- - -	- - -	22 9	—
- - -	”	- - -	- - -	”	- - -	- - -	”	—
9 2	”	9 17 4	- - -	”	- - -	- - -	”	—
2 –	19 10	1 19 8	- - -	”	- - -	- - -	21 3	—
- - -	”	- - -	- - -	”	- - -	- - -	”	—
- - -	”	- - -	- - -	18 3	- - -	- - -	”	—
- - -	”	- - -	- - -	”	- - -	- - -	19 9	—
- - -	”	- - -	- - -	16 9	- - -	- - -	21 3	—
- - -	”	- - -	- - -	15 3	- - -	- - -	19 9	—
– 4	”	– 9 11	– 4	”	– 1 8	- - -	”	—
- - -	”	- - -	60 2	13 9	23 19 11	- - -	”	—
- - -	”	- - -	- - -	12 3	- - -	- - -	21 3	—
- - -	”	- - -	11 3	”	– 17 5	- - -	19 9	—
– 2	”	– 5 –	8,824 3	10 9	4,504 12 –	- - -	”	—
- - -	”	- - -	36,548 –	”	18,648 9 1	- - -	”	—
- - -	”	- - -	513 2	12 3	240 6 1	- - -	”	—
- - -	”	- - -	498 2	”	290 12 7	- - -	18 3	—
1 6	”	– 4 5	531 3	”	266 17 3	- - -	”	—
5 4	”	– 13 8	4,198 3	”	1,902 3 11	- - -	”	-
20 –	”	19 16 8	3,381 5	”	1,641 16 5	- - -	”	—
160 7	”	134 14 11	- - -	13 9	- - -	- - -	”	—
3 2	”	3 4 6	3 3	”	1 9 7	- - -	”	—
100 4	18 4	69 4 11	- - -	”	- - -	- - -	”	—
- - -	”	- - -	29 1	”	10 11 5	- - -	”	—
98 –	”	46 11 –	60 7	”	5 4 7	- - -	19 9	—
68 5	”	51 9 –	9 4	”	1 2 5	- - -	”	—
50 –	”	34 7 6	- - -	15 3	- - -	- - -	21 3	—
- - -	”	- - -	534 4	”	253 – –	- - -	”	—
300 3	”	147 12 2	96 –	”	51 12 –	- - -	22 9	—
250 5	16 10	189 8 10	- - -	”	- - -	- - -	”	—
359 1	”	253 – 6	- - -	”	- - -	- - -	”	—
283 7	15 4	213 6 5	10 2	”	7 16 4	- - -	21 3	—
330 –	”	253 – –	69 5	”	53 1 7	18 4	”	19 13 2
1,331 2	13 10	886 4 –	12 –	13 9	7 7 –	- - -	”	—
3,731 –	”	2,580 12 3	- - -	”	- - -	- - -	”	—
2,747 7	”	1,785 6 3	37 3	”	27 7 6	- - -	”	—
1,110 2	”	767 18 6	- - -	”	- - -	- - -	”	—
11,032 7	- -	7,509 9 1	55,617 4	- -	28,120 – 7	21 7	- -	23 9 11

2.—An Account of the Quantities of Foreign and Colonial Grain,

In the Weeks following the Receipt of the Certificates of Average Prices, dated:	PEASE.													
	FOREIGN.							COLONIAL.						
	Quantity entered for Home Consumption.		Rates of Duty per Quarter chargeable in the respective Weeks.		Amount of Duty received.			Quantity entered for Home Consumption.		Rates of Duty per Quarter chargeable in the respective Weeks.		Amount of Duty received.		
	Qrs.	*Bush.*	*s.*	*d.*	*£.*	*s.*	*d.*	*Qrs.*	*Bush.*	*s.*	*d.*	*£.*	*s.*	*d.*
January - 2 - 1834	2,983	2	9	6	1,404	1	1	-	-	3	–	-	-	-
9 - ”	1,082	1	11	–	591	11	3	-	-	”		-	-	-
16 - ”	1,760	–	”		963	8	7	-	-	”		-	-	-
23 - ”	862	1	12	6	520	8	7	–	1	”		–	–	5
30 ”	1,095	1	”		683	11	–	-	-	”		-	-	-
February - 6 - ”	162	–	14	–	113	–	10	-	-	”		-	-	-
13 - ”	266	1	”		184	19	8	-	-	”		-	-	-
20 - ”	41	5	15	6	24	3	11	-	-	”		-	-	-
27 - ”	17	1	”		11	8	4	-	-	”		-	-	-
March - 6 - ”	–	2	16	9	–	4	2	-	-	”		-	-	-
13 - ”	1	1	”		–	18	10	-	-	”		-	-	-
20 - ”	1	4	”		1	5	1	1	4	”		–	4	6
27 - ”	8	5	18	3	7	17	5	-	-	”		-	-	-
April - 3 - ”	36	–	”		32	17	–	-	-	”		-	-	-
10 - ”	19	5	”		14	6	5	-	-	”		-	-	-
17 - ”	20	3	”		4	13	–	-	-	”		-	-	-
24 - ”	-	-	”		-	-	-	-	-	”		-	-	-
May - 1 - ”	-	-	”		-	-	-	-	-	”		-	-	-
8 - ”	–	1	”		–	2	3	-	-	”		-	-	-
15 - ”	-	-	”		-	-	-	–	1	”		–	–	5
22 - ”	-	-	”		-	-	-	-	-	”		-	-	-
29 - ”	1	1	”		1	–	6	-	-	”		-	-	-
June - 5 - ”	-	-	16	9	-	-	-	-	-	”		-	-	-
12 - ”	63	–	15	6	48	16	6	-	-	”		-	-	-
19 - ”	5	5	14	–	3	18	9	–	2	”		–	–	9
26 - ”	25	5	12	6	16	–	4	–	1 ¼	”		–	–	7
July - 3 - ”	94	5	9	6	44	19	4	-	-	”		-	-	-
10 - ”	19	7	8	–	7	19	–	–	– ¼	– ”	6	–	–	1
17 - ”	66	2	5	–	16	11	6	–	– ¼	”		–	–	1
24 - ”	301	7	”		76	3	–	-	-	”		-	-	-
31 - ”	299	3	”		74	16	11	-	-	”		-	-	-
August - 7 - ”	709	4	3	6	122	18	6	-	-	”		-	-	-
14 - ”	18,249	7	2	–	1,777	13	3	-	-	”		-	-	-
21 - ”	2,291	7	”		229	3	9	-	-	”		-	-	-
28 - ”	1,852	1	3	6	307	15	8	-	-	”		-	-	-
September 4 - ”	2,151	5	”		376	1	4	-	-	”		-	-	-
11 - ”	4,174	7	5	–	1,038	2	5	-	-	”		-	-	-
18 - ”	4,013	5	6	6	1,285	19	8	-	-	”		-	-	-
25 - ”	2,187	4	8	–	866	–	9	-	-	”		-	-	-
October - 2 - ”	4,194	4	9	6	1,859	16	7	-	-	3	–	-	-	-
9 - ”	903	6	”		426	12	7	-	-	”		-	-	-
16 - ”	1,398	1	”		655	10	7	–	1	”		–	–	5
23 - ”	220	7	”		104	18	4	-	-	”		-	-	-
30 - ”	345	6	”		161	13	–	-	-	”		-	-	-
November 6 - ”	524	4	”		249	2	10	-	-	”		-	-	-
13 - ”	429	2	8	–	171	15	11	-	-	– ”	6	-	-	-
20 - ”	151	–	”		55	9	11	-	-	”		-	-	-
27 - ”	88	–	”		35	4	1	283	–	”		7	1	6
December 4 - ”	351	1	6	6	113	3	5	-	-	”			-	-
11 - ”	250	6	”		77	14	8	-	-	”		-	-	-
18 - ”	1,224	2	”		397	17	3	-	-	”		-	-	-
25 - ”	1,887	4	”		612	6	10	-	-	”		-	-	-
January - 1 - 1835	543	6	”		176	16	9	-	-	”		-	-	-
TOTAL in the Year ending 5 January 1835 - - -	57,378	5	- - -		15,951	1	4	285	2 ¾	- - -		7	8	9

MEAL and FLOUR entered Weekly for HOME CONSUMPTION—*continued.*

BEANS.							MAIZE, OR INDIAN CORN.													
FOREIGN.							FOREIGN.							COLONIAL.						
Quantity entered for Home Consumption.		Rates of Duty per Quarter chargeable in the respective Weeks.		Amount of Duty received.			Quantity entered for Home Consumption.		Rates of Duty per Quarter chargeable in the respective Weeks.		Amount of Duty received.			Quantity entered for Home Consumption.		Rates of Duty per Quarter chargeable in the respective Weeks.		Amount of Duty received.		
Qrs.	*Bush.*	*s.*	*d.*	*£.*	*s.*	*d.*	*Qrs.*	*Bush.*	*s.*	*d.*	*£.*	*s.*	*d.*	*Qrs.*	*Bush.*	*s.*	*d.*	*£.*	*s.*	*d.*
-	2	18	3	-	4	7	-	-	18	4	-	-	-	-	-	2	6		—	
-	-	"		-	-	-	-	-	"		-	-	-	-	-	"			—	
-	-	19	9	-	-	-	-	-	19	10	-	-	-	-	-	"			—	
-	-	"		-	-	-	-	-	"		-	-	-	-	-½	"		-	-	2
-	-	"		-	-	-	-	6¼	"		-	15	3	-	-	"			—	
-	-	21	3	-	-	-	-	-½	"		-	1	3	-	-	"			—	
-	-	"		-	-	-	-	-	21	4	-	-	-	-	-	"			—	
-	-	"		-	-	-	-	3	"		-	8	-	-	-	"			—	
-	-	22	9	-	-	-	-	-	"		-	-	-	-	-	"			—	
-	-	"		-	-	-	-	-	"		-	-	-	-	-	"			—	
-	-	"		-	-	-	10	-	"		10	13	4	-	-	"			—	
-	-	"		-	-	-	-	-	"		-	-	-	22	5	"		2	8	1
3	4	"		1	-	-	-	-	"		-	-	-	-	-	"			—	
-	-	"		-	-	-	-	-	"		-	-	-	50	-	"		6	5	-
-	-	"		-	-	-	-	-	"		-	-	-	-	-	"			—	
-	-	"		-	-	-	-	-	"		-	-	-	-	-	"			—	
-	-	"		-	-	-	-	-	"		-	-	-	129	4	"		16	3	9
-	-	21	3	-	-	-	-	-	"		-	-	-	-	-	"			—	
-	-	"		-	-	-	-	-	"		-	-	-	-	-	"			—	
-	-	19	9	-	-	-	-	-	19	10	-	-	-	-	-	"			—	
-	-	"		-	-	-	-	-	"		-	-	-	-	-	"			—	
-	-	"		-	-	-	-	-	"		-	-	-	1	-	"		-	2	6
-	-	18	3	-	-	-	-	-	"		-	-	-	-	-	"			—	
-	-	"		-	-	-	-	-¼	"		-	-	1	-	3¼	"		-	1	1
-	6	"		-	13	8	-	-	"		-	-	-	-	-	"			—	
-	-	16	9	-	-	-	-	-	"		-	-	-	-	-	"			—	
20	5	"		3	12	5	-	-	"		-	-	-	-	-	"			—	
-	-	15	6	-	-	-	-	-	"		-	-	-	-	2	"		-	-	8
-	1	"		-	2	-	-	-	"		-	-	-	-	-	"			—	
512	-	14	-	358	8	-	-	-	"		-	-	-	-	-	"			—	
9,575	2	"		6,702	13	6	-	-	"		-	-	-	-	-	"			—	
1,555	3	"		1,088	15	3	-	-	"		-	-	-	-	-	"			—	
3,064	1	"		2,099	12	-	-	-	"		-	-	-	-	-	"			—	
1,757	5	"		1,230	6	9	-	-	"		-	-	-	-	-	"			—	
669	1	"		468	7	9	-	-	"		-	-	-	-	-	"			—	
716	6	"		501	14	6	-	-	"		-	-	-	-	-	"			—	
880	6	"		613	10	6	-	-	"		-	-	-	-	-	"			—	
1,398	3	"		978	17	3	1	-	"		-	19	10	-	-	"			—	
716	-	"		501	18	-	-	-	18	4	-	-	-	-	-	"			—	
8,820	4	"		6,018	13	7	-	-	"		-	-	-	-	-	"			—	
9,709	4	"		6,677	6	2	-	-	"		-	-	-	-	-	"			—	
32	7	15	6	25	9	8	-	-	"		-	-	-	-	-	"			—	
14	5	"		11	6	9	-	-	"		-	-	-	-	-	"			—	
-	6	"		-	11	8	-	-	"		-	-	-	-	-	"			—	
-	1	"		-	1	6	-	-	"		-	-	-	-	-	"			—	
40	7	"		32	14	3	-	-	16	10	-	-	-	-	-	"			—	
232	4	14	-	162	15	-	-	-	"		-	-	-	-	-	"			—	
63	-	"		44	2	-	-	-	15	4	-	-	-	-	-	"			—	
306	6	12	6	191	14	5	-	3	"		-	5	9	-	-	"			—	
726	5	"		455	14	4	-	5	13	10	-	8	8	-	-	"			—	
1,098	-	"		686	5	-	-	-	"		-	-	-	-	-	"			—	
2,371	5	"		1,482	5	6	-	-	"		-	-	-	-	-	"			—	
227	2	"		142	-	8	-	-	"		-	-	-	-	-	"			—	
44,515	5	-	-	30,480	16	8	13	2	-	-	13	12	2	203	6¾	-	-	25	1	3

2.—An Account of the Quantities of Foreign and Colonial Grain

In the Weeks following the Receipt of the Certificates of Average Prices, dated:	BUCK WHEAT.			WHEAT-MEAL, - - -		
	FOREIGN.			FOREIGN.		
	Quantity entered for Home Consumption.	Rates of Duty per Quarter chargeable in the respective Weeks.	Amount of Duty received.	Quantity entered for Home Consumption.	Rates of Duty per Cwt. chargeable in the respective Weeks.	Amount of Duty received.
	Qrs. Bush.	*s. d.*	*£. s. d.*	*Cwt. Qrs. Lbs.*	*s. d.*	*£. s. d.*
January - 2 - 1834	- - -	18 4	- - -	4 – 14	12 11 ¼	2 10 6
9 - ,,	- - -	,,	- - -	3 1 –	,,	2 2 –
16 - ,,	- - -	19 10	- - -	– 2 24	,,	– 9 4
23 - ,,	- - -	,,	- - -	- - -	,,	- - -
30 - ,,	- - -	,,	- - -	5 3 10	,,	3 15 8
February - 6 - ,,	- - -	,,	- - -	1 – 13	,,	– 14 4
13 - ,,	- - -	21 4	- - -	1 3 –	,,	1 2 8
20 - ,,	- - -	,,	- - -	3 3 15	13 3 ½	2 11 –
27 - ,,	- - -	,,	- - -	1 – 13	,,	– 14 11
March - 6 - ,,	- - -	,,	- - -	6 – 27	,,	1 9 3
13 - ,,	- - -	,,	- - -	- - -	,,	- - -
20 - ,,	- - -	,,	- - -	- - -	,,	- - -
27 - ,,	- - -	,,	- - -	- - -	,,	- - -
April - 3 - ,,	– 2	,,	– 5 4	1 2 18	13 7 ½	– 19 3
10 - ,,	- - -	,,	- - -	– – 7	,,	– – 10
17 - ,,	- - -	,,	- - -	- - -	,,	- - -
24 - ,,	- - -	,,	- - -	- - -	,,	- - -
May - 1 - ,,	- - -	,,	- - -	- - -	,,	- - -
8 - ,,	- - -	,,	- - -	1 – –	,,	– 13 8
15 - ,,	- - -	19 10	- - -	1 – –	,,	– 13 8
22 - ,,	- - -	,,	- - -	2 3 18	13 3 ½	1 19 6
29 - ,,	- - -	,,	- - -	5 1 –	,,	3 9 9
June - 5 - ,,	- - -	,,	- - -	- - -	13 7 ½	- - -
12 - ,,	- - -	,,	- - -	3 2 16	,,	2 9 8
19 - ,,	- - -	,,	- - -	- - -	,,	- - -
26 - ,,	- - -	,,	- - -	- - -	,,	- - -
July - 3 - ,,	- - -	,,	- - -	- - -	,,	- - -
10 - ,,	- - -	,,	- - -	1 – –	13 3 ½	– 13 4
17 - ,,	- - -	,,	- - -	1 – 9	,,	– 14 5
24 - ,,	- - -	,,	- - -	11 2 21	,,	7 15 5
31 - ,,	- - -	,,	- - -	3 – 6	,,	2 1 6
August - 7 - ,,	- - -	,,	- - -	- - -	,,	- - -
14 - ,,	– 4	,,	– 9 11	- - -	,,	- - -
21 - ,,	– 4	,,	– 9 11	- - -	,,	- - -
28 - ,,	- - -	,,	- - -	– 1 19	,,	– 5 7
September 4 - ,,	- - -	,,	- - -	1 3 –	,,	1 4 6
11 - ,,	- - -	,,	- - -	- - -	13 7 ½	- - -
18 - ,,	– 1	,,	– 2 6	- - -	13 11 ¾	- - -
25 - ,,	- - -	18 4	- - -	- - -	14 4	- - -
October - 2 - ,,	- - -	,,	- - -	– 3 14	14 8	– 12 10
9 - ,,	1 – ½	,,	– 19 6	- - -	15 –	- - -
16 - ,,	- - -	,,	- - -	6 2 21	,,	5 – 5
23 - ,,	- - -	,,	- - -	1 3 –	15 4 ¼	1 6 10
30 - ,,	- - -	,,	- - -	- - -	,,	- - -
November 6 - ,,	- - -	,,	- - -	- - -	15 8 ¼	- - -
13 - ,,	- - -	16 10	- - -	2 3 18	,,	2 5 9
20 - ,,	- - -	,,	- - -	- - -	,,	- - -
27 - ,,	- - -	15 4	- - -	1 2 25	,,	1 6 6
December 4 - ,,	– 5 ¼	,,	– 10 1	- - -	,,	- - -
11 - ,,	- - -	13 10	- - -	- - -	15 4 ¼	- - -
18 - ,,	- - -	,,	- - -	3 – 23	,,	2 9 4
25 - ,,	- - -	,,	- - -	7 2 12	15 8 ¼	5 19 5
January - 1 - 1835	- - -	,,	- - -	4 – –	,,	3 2 11
Total in the Year ending 5 January 1835 - - -	3 – ¾	- - -	2 17 3	91 1 7	- - -	60 14 9

MEAL and FLOUR entered Weekly for HOME CONSUMPTION—*continued.*

- - - - and FLOUR.								OATMEAL.							
COLONIAL.								FOREIGN.							
Quantity entered for Home Consumption.			Rates of Duty per Cwt. chargeable in the respective Weeks.		Amount of Duty received.			Quantity entered for Home Consumption.			Rates of Duty per Cwt. chargeable in the respective Weeks.		Amount of Duty received.		
Cwts.	*Qrs.*	*Lbs.*	*s.*	*d.*	*£.*	*s.*	*d.*	*Cwts.*	*Qrs.*	*Lbs.*	*s.*	*d.*	*£.*	*s.*	*d.*
1,352	-	13	1	8⅝	116	4	3	-	-	-	11	3		—	
731	-	9	"		62	17	-	-	-	-	"			—	
1,956	3	18	"		163	3	4	-	-	-	"			—	
1,489	2	14	"		128	-	6	-	-	-	12	2¼		—	
2,609	1	17	"		224	4	5	-	-	-	"			—	
4,096	3	9	"		350	6	7	-	-	-	"			—	
560	2	12	"		48	3	6	-	-	-	"			—	
543	1	21	"		46	13	10	-	-	-	"			—	
1,336	3	3	"		114	17	6	-	-	-	"			—	
2,364	2	17	"		204	18	6	-	-	-	"			—	
254	1	13	"		21	17	3	-	-	-	"			—	
193	2	8	"		16	12	7	-	-	-	"			—	
26	1	-	"		2	5	1	-	-	-	"			—	
332	2	-	"		28	11	6	-	-	-	"			—	
1,970	1	21	"		131	14	-	-	-	-	"			—	
1,701	3	7	"		146	5	-	-	-	-	"			—	
223	-	-	"		19	3	4	-	-	-	"			—	
1,016	3	2	"		87	7	5	-	-	-	"			—	
1,199	2	8	"		103	2	11	-	-	-	"			—	
3,045	2	23	"		261	15	1	-	-	7	-	-	-	-	-	9
404	3	-	"		34	15	8	-	-	-	"			—	
969	-	27	"		83	5	9	-	-	-	11	3		—	
864	2	6	"		74	5	7	-	-	-	"			—	
1,620	2	3	"		139	5	6	-	-	-	10	4		—	
1,132	3	26	"		97	7	2	-	-	-	9	5		—	
1,985	3	22	"		170	13	4	-	-	-	"			—	
1,967	2	1	"		169	1	9	-	-	-	8	5¾		—	
1,041	2	9	"		89	9	8	-	-	-	7	6¾		—	
4,891	1	23	"		416	5	-	-	-	-	"			—	
460	-	1	"		39	10	6	-	-	-	6	7½		—	
2,906	1	10	"		251	11	11	-	-	-	"			—	
2,008	-	14	"		172	12	3	-	-	-	7	6¾		—	
778	2	23	"		66	16	3	-	-	-	"			—	
126	3	6	"		10	18	7	-	-	-	"			—	
1,412	-	11	"		121	6	8	-	-	-	"			—	
1,637	1	12	"		140	14	3	-	-	-	"			—	
479	1	4	"		41	3	8	-	-	-	8	5¾		—	
1,179	3	18	"		101	7	11	-	-	-	"			—	
1,137	-	3	"		97	14	3	-	-	-	"			—	
945	3	21	"		81	5	11	-	-	-	"			—	
1,916	3	5	"		164	14	8	-	-	-	"			—	
2,661	-	13	"		228	13	10	-	-	-	"			—	
422	1	20	"		36	5	11	-	-	-	9	5		—	
736	-	19	"		63	5	2	-	-	-	"			—	
570	3	3	"		49	1	-	-	-	-	"			—	
190	3	-	"		16	7	10	-	-	-	"			—	
724	2	20	"		62	5	7	-	-	-	"			—	
2,296	-	27	"		197	6	8	-	-	-	"			—	
887	-	8	"		76	4	7	-	-	-	"			—	
323	3	-	"		27	16	6	-	-	14	8	5¾	-	1	-
277	2	9	"		23	17	2	-	-	-	"			—	
390	2	-	"		33	11	1	2	3	25	-	-	1	5	2
17	2	-	"		1	10	1	-	-	-	"			—	
66,370	3	19	-	-	5,658	15	3	3	-	18	-	-	1	6	11

Note.—On an examination of this Account, it will be found that in some instances the quantity of Corn entered for Consumption in a particular Week, computed at the rate of Duty then in operation, will not produce a sum corresponding precisely with the amount of Duty which is stated to have been received in that Week; the disagreement in such cases is ascribable to the postponement of Entries, the abatement of Duty on quantities damaged, and other causes connected with the practical regulations of the Custom House. Such causes operate unequally at different times, and in contrary directions, according to circumstances; but their effect upon the yearly aggregate of the Entries is inconsiderable.

3.—AN ACCOUNT of the Quantity of FOREIGN and COLONIAL GRAIN, MEAL and FLOUR, stated in Quarters, distinguishing each Sort, remaining in Warehouse in the United Kingdom, on 5th January 1835.

SPECIES of CORN AND GRAIN.	Quantities of Grain, Meal and Flour, remaining in Warehouse in the United Kingdom, on 5th January 1835.					
	Foreign.		Colonial.		Total.	
	Qrs.	Bush.	Qrs.	Bush.	Qrs.	Bush.
Wheat and Wheat Flour	716,973	2	57,458	3	774,431	5
Barley and Barley Meal -	165,724	3	25	1	165,749	4
Oats and Oatmeal - -	329,158	4	666	–	329,824	4
Rye and Rye Meal -	5,108	3		-	5,108	3
Pease - - - -	9,955	–	-	-	9,955	–
Beans - - - -	38,453	4	-	-	38,453	4
Indian Corn and Meal -	636	4	-	-	636	4
Buck Wheat - -	33	–	-	-	33	–
TOTAL of Grain, Meal and Flour - -	1,266,042	4	58,149	4	1,324,192	–

4.—AN ACCOUNT of the GRAIN, MEAL and FLOUR, stated in Quarters, distinguishing each Sort, Imported from *Ireland*, in the Year ending 10th October 1834.

SPECIES of CORN AND GRAIN.	Quantities of Grain, Meal & Flour imported into Great Britain from Ireland, in the Year ending 10th October 1834.	
	Qrs.	Bush.
Wheat and Wheat Flour -	807,424	5
Barley and Barley Meal -	159,504	3
Oats and Oatmeal - -	1,682,585	1
Rye and Rye Meal - -	872	4
Pease - - - - -	1,422	3
Beans - - - - -	17,748	5
Indian Corn and Meal -	75	4
Beer or Bigg - - -	350	–
Malt - - - - -	2,791	–
TOTAL of Grain, Meal and Flour - -	2,672,774	1

Inspector General's Office, Custom House, London,
11 May 1835.

WILLIAM IRVING,
Inspector General of Imports and Exports.

GRAIN, MEAL AND FLOUR.

ACCOUNTS of GRAIN, MEAL and FLOUR Imported; Entered for Home Consumption; and remaining in Warehouse.

(*Mr. Grattan.*)

Ordered, by The House of Commons, to be Printed,
14 May 1835.

196.

FOREIGN CORN IMPORTED.

RETURN to an Order of the Honourable The House of Commons,
dated 1 June 1835;—*for*,

—1.—

AN ACCOUNT of the Quantities of each Sort of Foreign Corn, Grain, Meal and Flour entered in *England* and *Wales* for Home Consumption, upon which Allowance has been made on the ground of Damage during the Voyage, in each of the Years 1829, 1830, 1831, 1832, 1833 and 1834, to the 5th April 1835, and the Average Rate of Duty paid upon each Sort in each Year upon such Damaged Corn; also, the Average Rate of Duty paid on Sound Corn of the same Descriptions during the same Periods;—and similar Accounts for *Scotland* and *Ireland*.

—2.—

AN ACCOUNT of the Quantity of each Sort of Foreign Corn, Grain, Meal and Flour Exported from the Warehouses in *England* and *Wales*, in each of the Years 1829, 1830, 1831, 1832, 1833 and 1834, to the 5th April 1835; and the Amount of Duty charged upon the Deficiencies of the same; —and similar Accounts for *Scotland* and *Ireland*.

(*Lord Henniker.*)

Ordered, by The House of Commons, *to be Printed*,
27 *July* 1835.

—1.—

AN ACCOUNT of the Quantities of each Sort of FOREIGN CORN, GRAIN, MEAL and FLOUR entered in *England* and *Wales* for Home Consumption, upon which Allowance has been made on the ground of Damage during the Voyage, in each of the Years 1829, 1830, 1831, 1832, 1833 and 1834, to the 5th April 1835, and the Average Rate of Duty paid upon each Sort in each Year upon such Damaged Corn; also, the Average Rate of Duty paid on Sound Corn of the same Descriptions during the same Periods;—and similar Accounts for *Scotland* and *Ireland*.

	1829.			1830.			1831.		
	Quantities of Corn entered for Home Consumption upon which Allowance has been made for Damage during the Voyage.	Average Rates of Duty paid on Damaged Corn.	Average Rates of Duty paid on Sound Corn of the same Description.	Quantities of Corn entered for Home Consumption upon which Allowance has been made for Damage during the Voyage.	Average Rates of Duty Paid on Damaged Corn.	Average Rates of Duty Paid on Sound Corn of the same Description.	Quantities of Corn entered for Home Consumption upon which Allowance has been made for Damage during the Voyage.	Average Rates of Duty Paid on Damaged Corn.	Average Rates of Duty Paid on Sound Corn of the same Description.
ENGLAND and WALES:	*Qrs. Bus.*	£. s. d.	£. s. d.	*Qrs. Bus.*	£. s. d.	£. s. d.	*Qrs. Bus.*	£. s. d.	£. s. d.
Wheat - - - - -	14,593 4	0 9 8¼	0 9 1¼	13,075 3	0 5 1¾	0 6 7¼	14,218 1	0 4 3¼	0 4 8
—— of British Possessions	- - -	- - -	- -	144 2	0 1 7¼	0 0 11½	4,380 3	0 2 11¼	0 2 3½
Barley - - - -	2,821 2	0 5 5	0 8 8¾	2,702 4	0 4 11	0 9 9¼	8,813 6	0 2 2¾	0 1 6½
—— of British Possessions	- - -	- - -	- -	- - -	- - -	- -	- - -	- -	- -
Oats - - - - -	8,347 –	0 5 4¾	0 11 3¾	9,624 2	0 3 0¾	0 4 3	19,484 6	0 5 4	0 7 5¼
Rye - - - - -	665 7	0 0 11¼	0 2 1½	99 6	0 6 2¼	0 12 5	598 1	0 2 6½	0 2 7¾
Pease - - - - -	600 4	0 5 3¼	0 11 3	126 1	0 2 3½	0 6 1¾	2,388 0	0 2 8¼	0 5 3½
Beans - - - - -	608 7	0 8 1¾	0 10 5½	22 4	0 2 10¼	0 10 7½	280 3	0 6 7¼	0 9 8¼
Indian Corn - - -	180 7	0 0 6	0 9 2¼	- - -	- - -	- -	1,986 4	0 1 4¼	0 1 1¾
Buck Wheat - - -	15 4	0 1 7	0 9 4						
	Cwt. qr. lb.			*Cwt. qr. lb.*			*Cwt. qr. lb.*		
Wheat, Meal or Flour -	395 0 15	0 5 5½	0 2 6	1,259 3 25	0 2 1⅓	0 1 9½	4,914 0 22	0 2 7¼	0 1 6
Ditto of British Possessions	- - -	- - -	- -	- - -	- - -	- -	- - -	- -	- -
SCOTLAND:	*Qrs. Bus.*			*Qrs. Bus.*			*Qrs. Bus.*		
Wheat - - - -	1,015 3	1 0 2	0 12 0¾	2,939 3	0 6 4¾	0 6 4	832 0	0 4 8	0 4 8¾
—— of British Possessions	- - -	- - -	- -	- - -	- - -	- -	1,339 5	0 1 11	0 0 9½
Barley - - - -	1,843 7	0 9 9	0 10 8¼	656 –	0 9 9¼	0 8 6½	4,871 2	0 1 7½	0 1 8¾
Oats - - - - -	313 3	0 2 10¾	0 11 9	- - -	- - -	- -	95 3	0 2 9	0 6 6
Rye - - - - -	- - -	- - -	- -	- - -	- - -	- -	22 0	0 1 7	0 1 0½
Pease - - - - -	- - -	- - -	- -	- - -	- - -	- -	1,629 3	0 2 10¾	0 5 4
Beans - - - - -	- - -	- - -	- -	- - -	- - -	- -	117 0	0 6 9½	0 9 6¼
	Cwt. qr. lb.			*Cwt. qr. lb.*			*Cwt. qr. lb.*		
Wheat, Meal or Flour of British Possessions -	- - -	- - -	- -	365 3 –	0 1 5	0 0 4¼	122 2 0	0 1 3½	0 0 11½
IRELAND:	*Qrs. Bus.*			*Qrs. Bus.*			*Qrs. Bus.*		
Pease - - - -	101 4	0 13 10	0 14 0¼	- - -	- - -	- -	76 5	0 2 8¾	0 6 6½
Indian Corn - - -	190 4	0 13 2¾	0 11 9						

	1832.			1833.			1834.			Quarter ended 5th April 1835.		
	Quantities of Corn entered for Home Consumption upon which Allowance has been made for Damage during the Voyage.	Average Rates of Duty Paid on Damaged Corn.	Average Rates of Duty Paid on Sound Corn of the same Description.	Quantities of Corn entered for Home Consumption upon which Allowance has been made for Damage during the Voyage.	Average Rates of Duty Paid on Damaged Corn.	Average Rates of Duty Paid on Sound Corn of the same Description.	Quantities of Corn entered for Home Consumption upon which Allowance has been made for Damage during the Voyage.	Average Rates of Duty Paid on Damaged Corn.	Average Rates of Duty Paid on Sound Corn of the same Description.	Quantities of Corn entered for Home Consumption upon which Allowance has been made for Damage during the Voyage.	Average Rates of Duty Paid on Damaged Corn.	Average Rates of Duty Paid on Sound Corn of the same Description.
ENGLAND and WALES:	*Qrs. Bus.*	£. s. d.	£. s. d.	*Qrs. Bus.*	£. s. d.	£. s. d.	*Qrs. Bus.*	£. s. d.	£. s. d.	*Qrs. Bus.*	£. s. d.	£. s. d.
Wheat - - - - -	4,961 3	0 15 0	1 3 10½	1,010 3	0 9 10¼	1 5 10¾	137 7	0 10 0¾	2 1 4			
—— of British Possessions	16,628 6	0 3 6¾	0 5 0	4,994 6	0 3 4	0 5 0	1,252 0	0 3 6	0 5 0	409 0	0 0 6	0 5 0
Barley - - - -	1,247 1	0 5 9½	0 9 3½	1,142 3	0 12 8	0 15 1¼	1,737 2	0 10 7½	0 14 1¾	5,560 2	0 10 2	0 13 10
—— of British Possessions	96 6	0 1 10½	Nil.									
Oats - - - - -	7 6	0 1 11	0 13 0¼	817 5	0 2 5½	0 14 9	18,532 0	0 7 1¾	0 10 10¼			
Rye - - - - -												
Pease - - - - -	355 6	0 6 8½	0 7 5¾	152 7	0 7 5	0 9 2	3,146 3	0 2 5	0 5 8	1,013 3	0 4 8¼	0 6 10½
Beans - - - - -	108 3	0 3 5¾	0 14 2	516 6	0 5 6	0 14 5	3,226 7	0 11 2¾	0 13 10			
Indian Corn - - -	846 3	0 9 1¾	0 10 11	- - -	- - -	- -	5 5	0 1 0	1 15 1			
Buck Wheat - - -												
	Cwt. qr. lb.			*Cwt. qr. lb.*			*Cwt. qr. lb.*					
Wheat, Meal or Flour -	1,101 0 7	0 2 6	0 4 8½									
Ditto of British Possessions	241 3 8	0 1 6	0 1 8½	1,567 0 11	0 0 8¾	0 1 8½	2,331 1 5	0 1 0¼	0 1 8½			
SCOTLAND:	*Qrs. Bus.*			*Qrs. Bus.*			*Qrs. Bus.*			*Qrs. Bus.*		
Wheat - - - -	5,993 0	1 3 1¼	1 4 0½	- - -	- - -	- -	5 4	0 9 0¾	1 18 11			
—— of British Possessions	4,344 0	0 3 2¼	0 5 0	2,019 5	0 3 3½	0 5 0	963 1	0 3 4¾	0 5 0			
Barley - - - -	- - -	- - -	- -	24 0	0 8 5	Nil.	31 7	0 3 0	Nil.	310 4	0 7 5¾	0 13 10
Oats - - - - -												
Rye - - - - -												
Pease - - - - -	- - -	- - -	- -	- - -	- - -	- -	1 7	0 1 10¾	0 6 2½	43 0	0 4 6½	0 6 10
Beans - - - - -												
	Cwt. qr. lb.											
Wheat, Meal or Flour of British Possessions -	59 2 0	0 1 3½	0 1 8¾									
IRELAND:												
Pease - - - -												
Indian Corn - - -												

Inspector General's Office,
Custom House, London,
25 July 1835.

William Irving,
Inspector General of Imports and Exports.

—2.—

AN ACCOUNT of the Quantity of each Sort of FOREIGN CORN, GRAIN, MEAL and FLOUR exported from the Warehouses in *England* and *Wales*, in each of the Years 1829, 1830, 1831, 1832, 1833 and 1834, to the 5th April 1835, and the Amount of DUTY charged upon the Deficiencies of the same;—and similar Accounts for *Scotland* and *Ireland*.

	1829.			1830.			1831.			1832.			1833.			1834.			Quarter ended 5 April 1835.		
	Quantities exported from the Warehouses.	Deficiencies on Exportation which have been charged with Duty.		Quantities exported from the Warehouses.	Deficiencies on Exportation which have been charged with Duty.		Quantities exported from the Warehouses.	Deficiencies on Exportation which have been charged with Duty.		Quantities exported from the Warehouses.	Deficiencies on Exportation which have been charged with Duty.		Quantities exported from the Warehouses.	Deficiencies on Exportation which have been charged with Duty.		Quantities exported from the Warehouses.	Deficiencies on Exportation which have been charged with Duty.		Quantities exported from the Warehouses.	Deficiencies on Exportation which have been charged with Duty.	
		Quantity.	Duty.		Quantity.	Duty.		Quantity.	Duty.		Quantity.	Duty.		Quantity.	Duty.		Quantity.	Duty.		Quantity.	Duty.
ENGLAND and WALES:	*Qrs. Bus.*	*Qrs. Bus.*	*£. s. d.*	*Qrs. Bus.*	*Qrs. Bus.*	*£. s. d.*	*Qrs. Bus.*	*Qrs. Bus.*	*£. s. d.*	*Qrs. Bus.*	*Qrs. Bus.*	*£. s. d.*	*Qrs. Bus.*	*Qrs. Bus.*	*£. s. d.*	*Qrs. Bus.*	*Qrs. Bus.*	*£. s. d.*	*Qrs. Bus.*	*Qrs. Bus.*	*£. s. d.*
Wheat	52,179 7	40 7	51 4 2	25,050 2	90 4	77 5 5	43,355 1	50 5	36 16 11	232,802 0	165 2½	204 19 0	33,148 5	52 2	80 2 4	108,490 1	107 7	222 17 2	11,926 2	1 4	3 8 6
—— of British Possessions	-	-	-	-	-	-	-	-	-	-	-	-	-	18 5	4 13 2						
Barley	10,297 1	15 5	11 0 7	1,279 5	10 5	7 16 8	611 6	10 0	1 5 4	7,817 1	5 1	2 15 6	3,202 7	9 0	8 12 10	9,841 0	3 2	3 4 6	129 6		
Oats	57,963 1	151 0	95 10 2	25,161 4	89 5	57 13 11	4,728 2	-	-	75,383 0	136 2	117 15 0	17,626 7	75 5	58 0 10	12,624 0	29 2	20 4 7	2,984 7		
Rye	7,169 7	1 7	1 19 11	33,943 7	77 2	71 6 8	36,079 0	25 3	11 16 2	16,249 0	40 4	35 19 10	1,521 3	-	-	600 0					
Pease	1,845 1	0 2	0 3 6	641 2	0 5	0 5 0	522 6	-	-	405 6	0 7	0 14 8	762 5	-	-	462 4	-	-	51 7		
Beans	411 0	-	-	25 4	-	-	-	-	-	1,946 2	-	-	604 7	-	-	150 5	-	-	505 2		
Indian Corn	1,528 3	13 3	8 5 0	449 4	36 5	27 16 7	819 0														
Buck Wheat	1,811 1	25 0	17 15 10	2,607 5	55 5	45 5 7	-	15 2	0 15 3	1,172 1	13 2	7 19 11									
	Cwt. qr. lb.	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*	
Wheat Meal or Flour	67,692 2 25	2 2 6	0 10 6	31,029 2 16	2 1 14	0 8 11	66,401 1 15	-	-	180,492 2 6	3 2 25	2 2 4	204,635 1 25	0 1 9	0 3 8	153,188 3 10	13 3 8	6 16 5	34,463 1 11		
———— of British Possessions	-	-	-	55 0 8	-	-	280 0 0	-	-	-	-	-	1,539 0 0	-	-	5,062 2 10	-	-	22 2 27		
Barley Meal	18 3 25																				
Oatmeal	92 2 26	-	-	294 0 24	-	-	24 3 0	-	-	119 2 22	-	-	84 3 7	-	-	71 2 0	-	-	10 1 23		
Rye Meal of British Possessions	-	-	-	-	-	-	885 0 16														
Bean Meal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	190 2 21					
Indian Meal	445 0 26	-	-	137 1 24	-	-	-	-	-	-	-	-	389 1 5								
———— of British Possessions	76 3 14																				
SCOTLAND:	*Qrs. Bus.*	*Qrs. Bus.*		*Qrs. Bus.*	*Qrs. Bus.*		*Qrs. Bus.*	*Qrs. Bus.*		*Qrs. Bus.*	*Qrs. Bus.*		*Qrs. Bus.*	*Qrs. Bus.*		*Qrs. Bus.*	*Qrs. Bus.*		*Qrs. Bus.*	*Qrs. Bus.*	
Wheat	-	-	-	-	-	-	100 0	-	-	3,081 2	8 4	10 1 2	1,330 7	-	-	4,118 7	-	-	597 7		
Barley	-	-	-	5 0	-	-	11 0	-	-	5 0	-	-	6 0								
Oats	100 0	-	-	152 3	-	-	200 0	-	-	8,285 1	12 3	9 8 9	1,854 3	33 4	33 1 8	660 4	-	-	937 4		
Rye	-	-	-	1,464 6	-	-	655 7	-	-	1,966 5											
Pease	-	-	-	-	-	-	-	-	-	-	-	-	13 3	-	-	5 6					
Beans	-	-	-	-	-	-	-	-	-	456 3	-	-	-	-	-	50 0					
	Cwt. qr. lb.	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*	
Wheat Meal or Flour	2,780 1 3	-	-	1,942 0 22	-	-	1,412 3 24	-	-	2,580 3 21	-	-	1,136 2 24	-	-	1,049 0 25	0 1 19	0 5 7	1 3 1		
———— of British Possessions	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	129 2 0	-	-	21 0 0		
Oatmeal of British Possessions	-	-	-	-	-	-	-	-	-	16 0 6											
Rye Meal	-	-	-	3 1 22																	
Indian Meal	142 0 16																				
IRELAND:	*Qrs. Bus.*	*Qrs. Bus.*		*Qrs. Bus.*	*Qrs. Bus.*		*Qrs. Bus.*	*Qrs. Bus.*		*Qrs. Bus.*	*Qrs. Bus.*		*Qrs. Bus.*	*Qrs. Bus.*		*Qrs. Bus.*	*Qrs. Bus.*		*Qrs. Bus.*	*Qrs. Bus.*	
Wheat	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	954 7					
Barley of British Possessions	-	-	-	-	-	-	7 5														
Oats	572 3	0 4	0 7 8	826 3	-	-	614 2	-	-	125 0	-	-	-	-	-	161 7	-	-	30 0		
—— of British Possessions	-	-	-	-	-	-	4 4														
Pease	59 4	-	-	-	-	-	23 0														
Beans	-	-	-	-	-	-	-	-	-	192 6											
Indian Corn	1,086 1	-	-	-	-	-	-	-	-	236 2											
	Cwt. qr. lb.	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*		*Cwt. qr. lb.*	*Cwt. qr. lb.*	
Wheat Meal or Flour	175 3 16	-	-	723 2 18	-	-	547 2 10	-	-	-	-	-	196 1 10	-	-	1,213 1 15					
———— of British Possessions	-	-	-	-	-	-	3 2 0														
Oatmeal of British Possessions	-	-	-	-	-	-	57 0 0														

Inspector General's Office, Custom House, London,
21 July 1835.

William Irving.

FOREIGN CORN IMPORTED.

AN ACCOUNT of FOREIGN CORN, GRAIN, MEAL and FLOUR entered for Home Consumption, on which Allowance has been made on account of Damage; also, of CORN, &c. Exported from the WAREHOUSE, and the Amount of DUTY charged on Deficiencies.

(Lord Henniker.)

Ordered, by The House of Commons, *to be Printed,*
27 *July* 1835.

452.

FOREIGN CORN.

RETURN to an Order of the Honourable The House of Commons,
dated 6th August 1835;—*for*,

AN ACCOUNT of the Total Quantity of Quarters of FOREIGN WHEAT that have paid the DUTY for Consumption in the United Kingdom, under 9 GEO. IV. c. 60, since that Act came into force, in 1828, till 5th July 1835, and the Total Amount of Duty received thereon; and showing, from the Total Quantity of Quarters, and the Total Amount of Duty so received thereon, what the Duty was equal to per Quarter on the Average for the whole Period;—*And*

THE SAME ACCOUNT for FOREIGN BARLEY, OATS, RYE, PEASE and BEANS, WHEATMEAL and FLOUR, OATMEAL, MAIZE or INDIAN CORN, BUCKWHEAT, BEAR or BIGG; and the Same Account for all these, the Produce of and imported from any *British* Possession in *North America*, or elsewhere out of *Europe*.

	FOREIGN CORN, MEAL and FLOUR.			CORN, MEAL and FLOUR, the Produce of, and imported from British Possessions out of Europe.		
—	Quantities charged with Duty for Home Consumption, under Act 9 Geo. 4, c. 60, from the passing of the Act (15 July 1828) to the 5th July 1835.	Amount of Duty received thereon.	Rates of Duty taken on the Average of the whole Period.	Quantities charged with Duty for Home Consumption under Act 9 Geo. 4, c. 60, from the passing of the Act (15th July 1828) to the 5th July 1835.	Amount of Duty received thereon.	Rates of Duty taken on the Average of the whole Period.
	Quarters.	£.	*Per Quarter.* s. d.	*Quarters.*	£.	*Per Quarter.* s. d.
Wheat -	4,837,912	1,605,637	6 8	462,282	85,022	3 8
Barley -	1,224,762	347,998	5 8	313	23	1 6
Oats - -	1,521,235	461,670	6 1	8,973	294	- 8
Rye - -	142,771	26,686	3 9	—	—	—
Pease - -	286,406	96,987	6 9	5,949	544	1 10
Beans - -	241,213	134,415	11 2	—	—	—
Indian Corn	103,285	19,646	3 10	218	27	2 5
Buckwheat -	35,346	10,706	6 1	—	—	—
Bear or Bigg	—	—	—	—	—	—
	Cwt.	£.	*Per Cwt.* s. d.	Cwt.	£.	*Per Cwt.* s. d.
Wheatmeal and Flour -	1,896,102	183,252	1 11	417,813	30,529	1 6
Oatmeal -	9	4	8 5	1,843	78	- 10

Inspector General's Office,
Custom House, London,
15 August 1835.

WILLIAM IRVING,
Inspector General of Imports and Exports.

FOREIGN CORN.

AN ACCOUNT of Foreign Wheat and other Grain charged with Duty for Home Consumption, under 9 Geo. IV. c. 60, from the time the Act came into operation, till 5th July 1835; showing the Amount of Duty received, and the Average Rates of the whole Period.

(*Mr. Alderman Wood.*)

Ordered, by The House of Commons, *to be Printed,*
3 *September* 1835.

592.

WHEAT AND FLOUR.

RETURNS to an Order of The Honourable the House of Commons,
Dated 19 August 1835;—*for*,

1.—RETURN of the Quantities of WHEAT sold in *Mark Lane* in each year since 1824.

2.—RETURN of the Quantities of WHEAT sold in each of the other 149 Markets from which Returns are made since 1828, and in the other Towns which made Returns prior to 1828, for each year since 1824.

3 & 4.—RETURN of the Quantities of WHEAT and FLOUR imported into this Country from *Ireland*, as the Produce of that Kingdom, in each year since 1824; and, a similar RETURN with regard to *Scotland*.

5.—RETURN of the Quantities of FOREIGN WHEAT and FLOUR entered for Home Consumption, and upon which Duty has been paid for each year of the same period.

6.—RETURN of the Quantities of WHEAT, FLOUR and BISCUIT imported into this Country from *Jersey*, *Guernsey* and the *Isle of Man*, in each year since 1824; distinguishing the Ports at which they were entered.

7.—RETURN of the Quantities of WHEAT, FLOUR and BISCUIT exported from the same Islands in each year of the same period; specifying the Places to which they were sent.

8.—RETURN of the Quantities of WHEAT and FLOUR imported into this Country from *Canada*, and entered for Home Consumption, in each year of the same period.

9.—RETURN of the Quantity of FOREIGN WHEAT in Bond on 1st October 1824:—of the Quantity of FOREIGN WHEAT bonded since that date:—of the Quantity of FOREIGN WHEAT remaining in Bond at the time of making up the last Return:—of the Quantity of FOREIGN WHEAT taken out of Bond in each year since 1st October 1824.

Ordered, by The House of Commons, *to be Printed*, 4 *September* 1835.

— No. 1. —

AN ACCOUNT of the Total Number of QUARTERS of WHEAT sold in the LONDON MARKET, from which Returns were made, agreeably to the 7th, 8th and 9th of Geo. IV., from the Year 1824 exclusive, to the Year 1834 inclusive.

YEARS ENDED	WHEAT.	YEARS ENDED	WHEAT.
	Qrs.		Qrs.
1825 - - -	317,875	1830 - - -	214,032
1826 - - -	249,920	1831 - - -	222,514
1827 - - -	232,202	1832 - - -	362,495
1828 - - -	287,209	1833 - - -	373,730
1829 - - -	156,770	1834 - - -	409,241

William Jacob,
Comptroller of Corn Returns.

Note.—The Act of the 9th Geo. 4, does not authorize the Inspector to take any account of Flour.

No. 2.—AN ACCOUNT of the TOTAL NUMBER of QUARTERS of WHEAT sold in each of the 149 MARKETS from which Returns were made, agreeably to the Acts of the 7th, 8th and 9th Geo. IV., from the Year 1824 exclusive to the Year 1834 inclusive.

YEARS - - -	1825.	1826.	1827.	1828, in part.*
	Qrs.	Qrs.	Qrs.	Qrs.
Chelmsford - - -	60,910	61,011	62,041	30,634
Colchester - - -	41,837	41,394	41,189	22,761
Romford - - - -	27,616	19,048	27,915	18,112
Maidstone - - -	35,634	31,466	25,540	11,034
Canterbury - - -	38,523	37,185	38,187	17,157
Dartford - - - -	13,326	18,590	18,827	8,384
Chichester - - -	32,577	31,218	30,362	15,542
Lewes - - - -	14,423	17,470	16,351	10,520
Rye - - - -	1,506	1,471	3,274	2,926
Ipswich - - - -	59,263	63,525	58,980	25,738
Woodbridge - - -	33,972	40,260	34,838	16,650
Sudbury - - - -	25,380	27,780	28,758	14,467
Hadleigh - - - -	24,641	23,724	30,555	15,183
Stowmarket - - -	14,358	14,911	16,624	7,367
Bury - - - -	26,519	30,574	32,594	16,812
Beccles - - - -	7,797	9,315	8,457	5,290
Bungay - - - -	13,238	14,562	13,341	6,163
Lowestoft* - - -	3,027	2,614	3,406	2,754
Cambridge - - -	25,332	24,846	13,451	12,043
Ely - - - -	6,050	6,919	5,306	2,791
Wisbeach - - -	64,823	60,181	67,200	31,619
Norwich - - - -	77,523	86,582	82,418	40,767
Yarmouth - - -	22,998	19,717	18,085	8,959
Lynn - - - -	61,029	84,872	79,010	49,539
Thetford - - - -	791	899	728	356
Walton - - - -	1,996	1,690	1,637	2,103
Diss - - - -	6,230	4,949	7,519	8,009
East Dereham - -	21,708	13,798	12,658	8,761
Harlestone - - -	8,048	9,943	9,110	6,198
Holt - - - -	8,456	7,987	6,757	4,058
Aylesham - - -	7,727	9,006	8,921	4,111
Fakenham - - -	16,968	13,500	11,481	6,757
Northwalsham - -	14,207	13,282	13,244	6,680
Lincoln - - - -	18,775	17,637	24,483	17,370
Gainsborough - - -	24,037	19,332	24,211	17,313
Glandfordbridge - -	14,874	10,929	10,157	11,405
Louth - - - -	7,929	4,715	6,151	5,411
Boston - - - -	54,904	53,944	71,871	47,851
Sleaford - - - -	9,177	8,375	8,105	7,696
Stamford - - - -	18,308	16,893	16,144	7,743
Spalding - - - -	17,516	14,981	16,559	10,645
York - - - -	19,430	16,023	18,664	10,530
Bridlington - - -	10,298	8,414	8,315	6,345
Beverley - - -	21,753	14,013	17,543	13,686
Howden - - - -	17,600	11,800	17,778	15,415
Hull - - - -	50,471	33,229	43,217	32,086
Whitby - - - -	5,045	5,233	5,175	2,272
New Malton - - -	34,009	35,423	29,763	20,106
Durham - - - -	8,655	7,371	8,285	5,887
Stockton - - - -	6,349	8,222	9,325	6,913

YEARS - - -	1825.	1826.	1827.	1828, in part.*
	Qrs.	Qrs.	Qrs.	Qrs.
Darlington - - -	3,072	2,418	3,898	6,787
Sunderland - - -	4,233	13,602	16,268	8,157
Barnard Castle - -	5,251	4,917	4,933	2,611
Walsingham - - -	3,087	3,400	3,913	2,044
Bedford - - - -	11,393	10,382	11,890	6,358
Hexham - - -	6,972	8,224	8,714	4,360
Newcastle - - -	59,960	49,070	53,423	30,508
Morpeth - - -	20,326	17,662	20,726	10,958
Alnwick - - -	19,418	15,537	14,053	7,401
Berwick - - -	32,492	17,794	23,285	13,875
Carlisle - - - -	2,705	2,660	3,343	2,313
Whitehaven - - -	2,403	1,724	2,439	1,423
Cockermouth - -	3,601	3,766	4,237	1,871
Penrith - - - -	4,509	4,441	6,025	3,252
Egremont - - -	1,417	3,162	3,289	1,692
Appleby - - -	2,491	2,058	2,708	1,624
Kendal - - - -	4,025	3,462	4,036	2,281
Liverpool - - -	8,913	3,527	27,703	19,412
Ulverstone - - -	3,775	3,125	3,329	1,479
Lancaster - - -	4,127	3,608	2,913	1,572
Preston - - - -	4,439	3,621	5,643	3,577
Wigan - - - -	4,158	3,210	5,522	5,137
Warrington - - -	9,284	3,124	13,549	15,678
Manchester - - -	4,908	2,490	17,824	8,884
Bolton - - - -	4,422	5,283	8,148	5,101
Chester - - - -	11,392	12,009	11,917	7,452
Nantwich - - -	15,455	12,736	13,160	7,395
Middlewich - - -	8,221	7,083	9,272	5,027
Four Lane Ends - -	6,227	6,548	7,866	3,743
Holywell - - -	3,580	2,816	2,370	1,165
Mold - - - -	1,244	1,185	1,329	715
Denbigh - - -	3,306	1,009	1,195	1,457
Wrexham - - -	2,356	2,092	2,618	2,396
Llanrwst - - -	1,175	1,048	1,141	581
Ruthin - - - -	1,698	1,861	1,988	1,109
Beaumaris - - -	139	217	145	34
Llanarchymedd - -	809	195	165	178
Llangefin - - -	46	87	165	184
Carnarvon - - -	1,548	2,864	3,265	2,019
Pulhelly - - -	220	184	199	139
Conway - - -	966	998	881	598
Bala - - - -	618	798	799	390
Corwen - - - -	180	183	300	90
Dolgelly - - -	846	704	780	551
Cardigan - - -	40	Nil.	92	Nil.
Lampeter - - -	Nil.	Nil.	Nil.	Nil.
Aberystwyth - - -	501	525	371	129
Pembroke - - -	765	728	841	466
Fishguard - - -	823	638	543	354
Haverfordwest - -	1,577	844	434	537

YEARS - - -	1825.	1826.	1827.	1828, in part.*
	Qrs.	Qrs.	Qrs.	Qrs.
Carmarthen - - -	3,064	3,612	3,415	1,711
Llandilo - - -	232	271	213	111
Kidwelly - - -	316	323	384	171
Swansea - - -	1,159	1,231	1,636	1,275
Neath - - - -	362	213	438	295
Cowbridge - - -	2,089	1,144	2,475	1,620
Cardiff - - - -	2,009	3,433	3,698	1,349
Gloucester - - -	9,475	8,965	7,066	3,684
Cirencester - - -	8,971	17,476	21,265	9,012
Tetbury - - -	2,476	2,470	2,165	1,646
Stow-on-the-Wold - -	4,778	4,107	4,593	2,429
Tewksbury - - -	3,895	4,567	7,202	4,844
Bristol - - - -	6,264	6,197	13,616	10,597
Taunton - - -	11,277	10,675	11,498	6,760
Wells - - - -	6,136	5,142	6,459	3,026
Bridgewater - - -	7,053	8,114	8,990	5,349
Frome - - - -	267	578	868	279
Chard - - - -	16,633	10,067	12,159	7,121
Monmouth - - -	2,261	1,659	2,208	1,657
Abergavenny - - -	4,552	4,058	4,688	2,826
Chepstow - - -	1,787	1,953	2,112	1,558
Pontipool - - -	1,755	1,830	2,225	1,248
Exeter - - - -	14,382	11,398	15,135	8,065
Barnstaple - - -	2,021	1,986	1,821	629
Plymouth - - -	6,044	6,838	8,052	5,404
Totness - - - -	3,039	3,899	2,946	1,034
Tavistock - - -	1,549	2,786	2,931	2,293
Kingsbridge - - -	2,413	1,402	1,479	879
Truro - - - -	2,546	2,367	2,057	868
Bodmin - - - -	1,949	2,154	2,071	1,014
Launceston - - -	338	366	504	333
Redruth - - -	533	406	488	129
Helstone - - -	912	1,024	878	479
St. Austell - - -	2,075	2,213	2,110	883
Blandford - - -	9,748	10,783	12,400	5,979
Bridport - - -	6,805	7,853	7,394	3,955
Dorchester - - -	14,531	16,281	18,971	9,173
Sherborne - - -	2,837	2,713	4,027	2,252
Shaston - - - -	3,924	4,138	4,156	2,152
Wareham - - -	3,556	2,597	3,240	1,585
Winchester - - -	14,489	14,095	18,474	10,433
Andover - - -	6,523	5,273	5,337	3,281
Basingstoke - - -	11,466	12,304	14,738	9,174
Fareham - - -	14,383	13,219	13,464	5,599
Havant - - - -	4,562	4,091	5,598	3,557
Newport - - -	8,065	8,497	13,837	12,378
Ringwood - - -	4,740	4,905	4,035	2,520
Southampton - -	1,412	2,032	1,012	872
Portsmouth - - -	**8,263**	**6,990**	**9,417**	**4,329**

Note.—The Number of Quarters contained in these Columns * exhibits the Returns for the first half of the Year 1828. The subsequent portion of the Year will be found continued in the following page. by the passing of the Act 9 Geo' IV, which came into operation on the 11th July 1828. By the enactment of this law, several Towns were expunged, in consequence

YEARS	1828, in part.	1829.	1830.	1831.	1832.	1833.	1834.
	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.
Uxbridge	12,782	29,938	31,125	35,828	39,325	40,822	35,952
Hertford	21,940	28,874	39,296	32,524	33,895	38,011	31,419
Royston	12,479	16,772	24,671	20,758	21,839	28,000	26,772
Guildford	4,382	11,204	18,085	16,415	21,125	23,224	20,845
Chelmsford	28,329	43,179	54,236	48,553	56,927	68,231	67,338
Colchester	22,140	39,484	46,213	42,256	48,603	53,962	51,668
Romford	15,267	25,374	33,622	26,168	31,908	40,901	37,038
Maidstone	12,130	15,680	18,117	13,044	13,578	16,398	15,075
Canterbury	17,364	30,777	28,034	30,911	35,681	41,073	44,737
Dartford	8,919	12,143	13,663	9,551	10,745	14,005	13,759
Chichester	16,691	25,622	31,314	32,894	32,494	37,475	33,959
Lewes	9,404	15,909	19,642	20,642	20,258	24,739	18,757
Rye	2,541	7,551	6,027	4,600	4,749	4,583	4,992
Bedford	9,394	24,118	30,301	25,583	25,514	24,765	24,771
Windsor	The Magistrates of Windsor have not yet appointed an Inspector of Corn Returns for that Market, although it is comprised in the 149 Towns named in the Act of the 9th Geo. IV.						
Reading	15,127	33,627	37,886	34,002	32,897	36,113	32,759
Aylesbury	873	4,110	5,318	3,861	4,226	4,550	4,596
Oxford	Nil.	12,025	14,041	12,334	13,239	12,528	12,486
Huntingdon	8,466	15,545	15,912	11,648	13,128	13,477	18,236
Cambridge	16,083	23,142	25,391	21,732	25,216	42,588	48,536
Ely	3,550	6,707	6,457	6,543	6,008	8,347	9,326
Wisbeach	30,438	54,970	72,035	62,600	68,188	86,234	122,198
Ipswich	27,267	43,939	53,718	50,521	53,325	61,396	57,400
Woodbridge	18,241	26,059	32,227	32,050	32,668	40,805	42,228
Sudbury	13,924	23,764	27,943	21,897	18,761	21,946	23,533
Hadleigh	15,793	22,337	27,696	11,495	19,405	28,006	28,074
Stowmarket	7,150	13,126	15,685	11,364	12,763	19,410	16,556
Bury	15,318	29,056	37,692	38,570	35,406	40,897	38,907
Beccles	3,902	7,254	9,469	8,893	8,960	11,517	8,731
Bungay	6,425	10,445	13,587	12,799	13,802	16,685	16,726
Lowestoft	2,890	5,096	4,769	3,879	3,210	3,762	3,457
Norwich	46,507	84,016	94,877	95,901	95,310	94,929	84,069
Yarmouth	9,363	13,373	16,969	11,531	16,141	20,350	13,663
Lynn	45,271	76,139	97,199	66,095	92,199	95,764	93,694
Thetford	455	705	986	743	1,051	1,068	1,403
Watton	2,372	3,570	3,736	2,521	3,972	3,371	4,464
Diss	7,504	12,347	21,957	17,002	15,679	13,906	11,380
East Dereham	10,718	21,031	18,167	15,783	10,740	12,313	17,276
Harlestone	5,147	8,154	11,289	11,113	12,289	13,024	10,831
Holt	2,812	7,260	10,225	7,479	3,059	8,643	10,429
Aylesham	4,264	8,108	10,404	9,996	8,757	8,955	8,270
Fakenham	7,835	23,183	29,093	21,258	22,664	27,822	32,310
Northwalsham	5,718	10,879	13,324	11,019	11,796	14,727	11,379
Lincoln	13,834	33,729	36,365	35,366	42,861	46,107	65,228
Gainsborough	9,979	17,566	26,736	19,216	19,826	22,605	27,812
Glandfordbridge	8,520	10,158	14,637	16,526	14,404	18,497	21,075
Louth	4,002	9,812	6,785	7,030	8,831	9,864	23,145
Boston	34,336	72,964	85,791	79,719	78,473	92,925	131,370
Sleaford	4,416	11,606	14,677	12,554	11,449	12,872	20,393

YEARS	1828, in part.	1829.	1830.	1831.	1832.	1833.	1834.
	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.
Stamford	10,439	22,652	27,184	23,976	26,785	22,486	15,051
Spalding	9,694	18,706	23,726	20,936	24,220	28,028	25,028
York	8,671	22,604	35,743	37,547	43,179	58,014	54,168
Leeds	36,187	51,321	79,667	72,394	128,473	136,179	165,693
Wakefield	91,701	115,025	160,574	141,289	183,640	202,139	263,117
Bridlington	3,208	7,801	10,681	12,992	12,888	15,389	15,444
Beverley	6,955	13,148	20,751	18,773	18,438	23,609	21,582
Howden	6,799	8,760	13,298	9,308	8,534	8,118	11,855
Sheffield	7,707	15,404	19,361	19,619	21,993	24,994	24,831
Hull	19,934	30,236	39,290	36,135	34,989	53,362	47,572
Whitby	2,682	3,172	3,603	3,078	3,190	3,717	4,868
New Malton	10,212	20,236	26,829	32,699	33,044	37,195	45,558
Durham	4,918	7,688	6,535	6,581	7,807	9,782	9,020
Stockton	5,691	8,337	10,334	12,672	15,215	18,424	21,640
Darlington	6,917	7,620	8,950	7,528	7,698	7,617	5,794
Sunderland	9,316	14,279	16,203	16,864	18,405	17,986	20,064
Barnard Castle	1,904	4,179	4,687	4,586	4,833	4,825	6,251
Walsingham	1,858	3,487	4,009	3,134	2,963	3,290	3,585
Belford	5,632	11,323	16,819	14,831	17,503	19,961	17,549
Hexham	3,469	6,285	6,379	7,663	7,637	7,041	6,770
Newcastle	34,018	48,194	63,144	54,480	64,161	59,740	63,207
Morpeth	9,657	15,300	18,768	15,529	17,472	18,351	18,393
Alnwick	4,782	8,716	11,936	10,373	12,780	13,840	13,276
Berwick	14,321	19,416	24,280	27,242	23,863	20,522	21,207
Carlisle	2,896	4,506	4,191	3,246	3,316	4,434	7,662
Whitehaven	1,443	3,277	3,526	4,383	2,128	2,200	2,419
Cockermouth	2,347	4,465	4,727	4,289	4,556	4,771	5,547
Penrith	2,258	4,125	4,358	6,256	6,126	7,328	4,678
Egremont	725	2,329	2,331	2,199	2,992	3,288	2,296
Appleby	1,469	2,360	2,569	2,909	2,792	2,753	2,689
Kendal	2,386	4,606	4,140	3,343	3,991	3,707	5,026
Chester	9,520	12,305	12,767	15,930	13,743	12,423	13,003
Nantwich	8,544	15,366	15,026	12,093	17,330	19,195	21,792
Middlewich	4,829	10,966	2,757	7,830	7,291	6,776	7,473
Four Lane Ends	4,056	4,815	4,832	4,382	5,032	5,376	5,609
Liverpool	74,104	177,197	150,010	119,118	168,170	153,652	155,155
Ulverstone	1,658	3,014	3,070	2,521	3,082	2,819	3,139
Lancaster	1,550	3,097	3,208	2,969	3,228	3,099	3,014
Preston	2,412	4,594	3,883	3,738	13,920	17,095	15,792
Wigan	6,047	7,963	5,667	6,002	11,572	11,388	1,369
Warrington	8,716	16,733	15,074	13,414	19,709	18,479	10,552
Manchester	11,336	33,336	36,733	38,527	61,120	54,769	66,556
Bolton	3,646	4,442	5,192	3,461	2,694	2,300	2,420
Derby	3,229	10,960	10,468	7,817	6,361	5,237	5,164
Nottingham	28,599	50,024	56,709	46,392	51,414	46,127	41,393
Newark	25,197	46,122	37,556	30,149	28,877	35,581	46,768
Leicester	7,929	21,243	21,905	18,745	19,427	18,324	20,398
Northampton	12,693	18,946	26,427	26,947	28,814	30,452	33,391
Coventry	3,544	7,194	7,224	6,397	7,199	7,126	9,489
Birmingham	26,934	40,084	59,489	47,409	69,139	67,508	66,464

YEARS	1828, in part.	1829.	1830.	1831.	1832.	1833.	1834.
	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Qrs.
Worcester	14,104	15,845	30,202	24,919	28,943	29,470	29,822
Warminster	13,327	27,065	31,446	30,489	28,468	27,938	24,713
Denby	1,795	3,066	2,963	3,802	3,540	3,752	3,597
Wrexham	1,600	3,165	3,896	4,544	5,491	6,334	9,266
Carnarvon	2,383	4,144	5,025	4,406	5,083	5,481	6,323
Haverfordwest	594	724	784	1,103	1,929	2,603	1,219
Carmarthen	2,246	4,082	3,506	2,839	3,647	3,572	3,157
Cardiff	2,881	5,221	6,610	4,435	4,104	3,361	3,531
Gloucester	3,959	10,057	20,006	13,371	16,914	14,643	17,322
Cirencester	11,484	16,641	17,423	17,308	22,193	20,966	20,142
Tetbury	1,490	3,528	4,222	4,027	3,678	3,989	4,372
Stow-on-the-Wold	2,736	4,427	4,825	4,144	5,615	5,536	4,971
Tewkesbury	3,745	7,423	13,835	5,199	4,765	4,060	3,944
Bristol	20,501	36,467	57,634	26,832	30,042	43,776	43,342
Taunton	6,905	11,156	16,239	16,286	20,753	21,901	22,642
Wells	3,305	6,666	8,272	8,212	7,534	6,630	6,095
Bridgewater	4,924	9,970	11,524	10,509	13,145	12,499	9,150
Frome	410	586	633	639	1,088	1,165	1,351
Chard	6,173	8,258	11,898	11,524	12,480	11,411	11,258
Monmouth	2,534	3,780	4,942	3,488	3,410	3,452	3,018
Abergavenny	2,311	2,180	3,737	3,229	2,678	2,055	2,553
Chepstow	1,086	1,723	1,879	3,425	2,545	2,709	1,932
Pontipool	981	1,884	2,280	2,126	1,842	1,946	2,314
Exeter	6,104	7,079	9,232	14,618	14,934	12,315	8,691
Barnstaple	607	1,224	1,275	1,243	2,078	3,382	2,048
Plymouth	6,620	7,210	9,714	7,739	9,780	7,799	6,751
Totness	946	1,526	1,852	2,546	1,879	2,547	2,754
Tavistock	2,121	2,957	3,538	3,670	3,770	3,613	3,071
Kingsbridge	765	1,784	1,827	2,140	1,441	2,061	1,752
Truro	770	1,250	1,829	1,890	1,468	1,385	26
Bodmin	851	1,597	1,895	2,083	2,104	2,231	1,510
Launceston	357	414	728	719	942	1,135	1,287
Redrath	207	237	249	215	429	399	346
Helstone	443	939	1,044	1,472	2,574	3,668	2,935
St. Austell	1,078	2,415	3,652	2,843	2,513	1,961	2,047
Blandford	6,313	8,592	10,665	7,945	8,073	35,778	8,825
Bridport	3,612	4,558	7,947	8,193	7,984	7,518	7,440
Dorchester	7,599	9,882	11,655	11,656	13,850	14,309	9,643
Sherborn	1,802	3,141	2,610	2,730	2,703	2,472	2,141
Shaston	2,068	3,016	3,610	2,843	2,282	3,231	3,141
Wareham	1,225	2,118	3,812	4,265	5,758	4,721	3,007
Winchester	7,698	10,903	15,921	13,354	12,307	14,690	11,878
Andover	3,646	6,571	8,021	7,830	8,272	7,720	7,059
Basingstoke	6,518	13,121	16,991	14,779	15,888	17,031	14,574
Fareham	7,310	12,638	14,661	12,609	12,861	15,146	12,716
Havant	4,603	11,776	11,654	8,871	9,446	9,825	8,826
Newport	10,732	21,140	28,396	25,106	16,692	17,673	16,876
Ringwood	2,599	3,089	4,183	4,838	4,239	5,319	3,755
Southampton	1,275	944	2,293	1,066	346	560	716
Portsmouth	4,165	6,466	8,657	7,057	7,249	6,415	4,966

Corn Department,
Board of Trade.

William Jacob,
Comptroller of Corn Returns.

— Nos. 3 & 4. —

AN ACCOUNT of the Quantities of WHEAT and FLOUR imported into this Country from *Ireland*, as the Produce of that Kingdom in each Year since 1824; and, a similar Return with regard to *Scotland*.

YEARS	Imported from IRELAND, as the Produce of that Kingdom:														
	WHEAT						WHEAT MEAL AND FLOUR								
	Into England.		Into Scotland.		Into Great Britain.		Into England.			Into Scotland.			Into Great Britain.		
	Qrs.	*bus.*	*Qrs.*	*bus.*	*Qrs.*	*bus.*	*Cwt.*	*qr.*	*lb.*	*Cwt.*	*qr.*	*lb.*	*Cwt.*	*qr.*	*lb.*
1825	279,080	4	4,259	3	283,339	7	53,038	3	–	4,335	2	–	394,374	1	–
1826	234,518	–	7,407	3	241,925	3	254,702	–	–	538	–	–	255,240	–	–
1827	262,685	6	44,960	6	307,646	4	335,140	3	13	6,489	–	23	341,630	–	8
1828	448,712	–	26,281	4	474,993	4	609,806	1	22	11,762	2	–	621,568	3	22
1829	319,028	–	21,055	6	340,083	6	623,307	–	14	2,961	–	–	626,268	–	14
1830	328,836	1	8,805	1	337,641	1	670,088	1	7	2,176	2	–	672,264	3	7
1831	381,592	6	26,121	4	407,714	2	518,721	1	26	5,521	–	–	524,242	1	26
1832	542,401	6	10,338	4	552,740	2	828,971	2	16	2,462	2	0	831,434	0	16
1833	506,305	3	35,166	2	541,471	5	1,007,915	–	16	51,668	2	–	1,059,587	2	16
1834	419,448	2	42,781	2	462,229	4	1,024,885	–	–	85,578	3	24	1,110,463	3	24

Inspector-General's Office,
Custom-House, London,
4 September 1835.

William Irving,
Inspector General of Imports and Exports.

— No 5. —

AN ACCOUNT of the Quantities of FOREIGN WHEAT and FLOUR entered for Home Consumption, and upon which DUTY has been paid for each Year since 1824.

UNITED KINGDOM.	WHEAT			WHEAT MEAL AND FLOUR		
YEARS	Of Foreign Countries.	Of the British Possessions out of Europe.	TOTAL.	Of Foreign Countries.	Of the British Possessions out of Europe.	TOTAL.
	Qrs.	*Qrs.*	*Qrs.*	*Cwt.*	*Cwt.*	*Cwt.*
1825	374,017	124,103	498,120	88,477	12,624	101,101
1826	268,899	29,080	297,979	64,531	775	65,306
1827	514,144	50,841	564,985	17,928	23,097	41,025
1828	789,949	15,900	805,849	110,074	16,629	126,703
1829	1,260,803	7,232	1,268,035	332,101	4,965	337,066
1830	1,494,898	46,419	1,541,317	515,788	48,132	563,920
1831	1,090,379	113,699	1,204,078	926,895	88,726	1,015,621
1832	165,545	163,964	329,509	56,833	105,147	161,980
1833	1,144	61,215	62,359	651	74,093	74,744
1834	168	44,958	45,126	91	65,016	65,107

Inspector General's Office,
Custom House, London,
4 September 1835.

William Irving,
Inspector General of Imports and Exports.

No. 6.—AN ACCOUNT of the Quantities of WHEAT, FLOUR and BISCUIT imported into this Country from *Jersey*, *Guernsey* and the *Isle of Man*, in each Year since 1824; distinguishing the Ports at which they were entered.

ARTICLES.	PORTS at which entered.	IMPORTS from JERSEY and GUERNSEY.									
		1825.	1826.	1827.	1828.	1829.	1830.	1831.	1832.	1833.	1834.
		Qrs. *bus.*	*Qrs.* *bus.*	*Qrs.* *bus.*	*Qrs.* *bus.*	*Qrs.* *bus.*	*Qrs.* *bus.*	*Qrs.* *bus.*	*Qrs.* *bus.*	*Qrs.* *bus.*	*Qrs.* *bus.*
WHEAT (Foreign.)	London	-	-	-	1,035 4	-	364 7	283 5	—	—	—
	Portsmouth	-	-	-	624 4	-	501 3	—	—	—	—
	Southampton	-	-	-	2,848 3	675 –	4,547 4	1,073 1	—	—	—
	Poole	-	-	-	421 4	-	843 1	—	—	—	—
	Weymouth	-	-	-	642 5	2,116 6	1,878 3	1,826 –	—	—	—
	Bridport	-	-	-	-	440 3	973 –	301 4	—	—	—
	Exeter	-	-	-	-	167 1	—	—	—	—	—
	Dartmouth	-	-	-	-	-	250 –	414 4	—	—	—
	Plymouth	-	469 5	1,330 4	94 –	1,996 –	5,144 1	2,629 4	—	—	—
	Fowey	-	-	-	29 –	-	—	—	—	—	—
	Bridgewater	-	-	-	-	1,072 7	1,525 7	—	—	—	—
	Bristol	-	-	-	-	-	562 1	212 6	—	—	—
	Newport	-	-	-	-	-	-	588 –	—	—	—
	Liverpool	-	-	-	-	4,709 4	—	—	—	—	—
	TOTAL	-	469 5	1,330 4	5,695 4	11,177 5	16,590 3	7,329 –	—	—	—
WHEAT (the production of the Islands.)	London	-	-	-	-	-	-	-	-	4 4	12 5
	Shoreham	-	-	-	-	-	-	-	-	56 –	10 –
	Portsmouth	-	-	-	-	-	-	1 –	-	-	40 –
	Southampton	-	-	-	880 –	281 5	341 4	89 2	102 6	12 –	32 –
	Poole	-	-	-	-	-	-	135 3	-	-	– 6
	Weymouth	-	-	-	-	-	330 2	80 6	62 2	775 5	1,073 6
	Exeter (Teignmouth)	-	-	-	-	-	– 7	—	—	—	—
	Dartmouth	-	-	-	-	-	42 3	8 –	-	-	135 –
	Plymouth	-	-	-	-	64 6	984 4	1,165 7	1,774 2	4,301 5	4,550 2
	Falmouth	-	-	-	-	-	-	2 –	—	—	—
	Newport	-	-	-	4 –	-	8 –	2 4	—	—	—
	Hull	-	-	-	-	-	-	-	-	85 3	—
	TOTAL	-	-	-	884 –	346 3	1,707 4	1,484 6	1,939 2	5,235 1	5,854 3
		Cwt. *qr.* *lb.*	*Cwt.* *qr.* *lb.*	*Cwt.* *qr.* *lb.*	*Cwt.* *qr.* *lb.*	*Cwt.* *qr.* *lb.*	*Cwt.* *qr.* *lb.*	*Cwt.* *qr.* *lb.*	*Cwt.* *qr.* *lb.*	*Cwt.* *qr.* *lb.*	*Cwt.* *qr.* *lb.*
FLOUR (ground from Foreign Wheat.)	London	-	-	-	106 2 1	97 – 26	168 2 16	-	-	-	380 2 14
	Portsmouth	-	-	-	-	300 – 14	—	—	—	—	—
	Southampton	-	-	-	-	4 1 21	173 2 21	1,352 – 3	—	—	—
	Poole	-	-	87 2 –	733 1 14	818 – 18	-	-	-	88 – 2	297 3 17
	Weymouth	-	-	-	50 – –	-	125 – 5	125 – –	1 2 –	—	—
	Lyme	-	-	-	-	19 3 25	—	—	—	—	—
	Dartmouth	34 3 20	-	-	-	-	6 3 22	—	—	—	—
	Plymouth	-	87 2 –	-	-	525 – –	769 3 12	2,372 3 1	—	—	—
	Fowey	-	-	-	25 – –	—	—	—	—	—	—
	Bristol	-	-	-	-	-	-	-	-	-	34 1 8
	TOTAL	34 3 20	87 2 –	87 2 –	914 3 15	1,764 3 20	1,244 – 20	3,849 3 4	1 2 –	88 – 2	712 3 11

No. 6.—An Account of the Quantities of Wheat, Flour, and Biscuit imported into this Country from *Jersey*, *Guernsey* and the *Isle of Man*—*continued.*

ARTICLES.	PORTS at which entered.	IMPORTS from JERSEY and GUERNSEY.									
		1825.	1826.	1827.	1828.	1829.	1830.	1831.	1832.	1833.	1834.
		Cwt. qr. lb.	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*
Flour (ground from Wheat the production of the Islands.)	London - - -	- - -	7 - 5	- - -	- - -	- - -	- - -	- - -	215 - 22	—	—
	Poole - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	50 1 11	—
	Plymouth - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	642 2 -	—
	Total - - -	- - -	7 - 5	- - -	- - -	- - -	- - -	- - -	215 - 22	692 3 11	—
Bread and Biscuit (manufactured from Foreign Corn) entered by weight.	London - - -	- - -	653 - 1	- - -	1,764 3 10	1,088 1 1	741 - -	- - -	62 - 19	- - -	2,040 1 10
	Portsmouth - - -	- - -	- - -	- - -	- - -	15 3 1	—	—	—	—	—
	Poole - - - -	- - -	6 1 8	182 - -	1,237 2 -	1,002 3 11*	986 - 27	170 - -	288 - -	587 1 8	240 2 14
	Dartmouth - - -	210 - -	- - -	- - -	- - -	- - -	102 - -	- - -	335 - -	- - -	106 - -
	Plymouth - - -	170 - -	1,628 2 -	250 - -	- - -	- - -	650 - -	990 - -	—	—	—
	Bristol - - -	- -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	427 2 1	375 2 4
	Total - - -	380 - -	2,287 3 9	432 - -	3,002 1 10	2,106 3 13	2,479 - 27	1,160 - -	685 - 19	1,014 3 9	2,762 2 -
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Bread and Biscuit (manufactured from Foreign Corn) entered at Value.	London - - -	- - -	- - -	- - -	- 13 -	53 2 -	- - -	- - -	- - -	- - -	9 2 6
	Portsmouth - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	12 10 -
	Southampton - -	- - -	- - -	- - -	12 - -	—	—	—	—	—	—
	Poole - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	38 - -
	Weymouth - - -	- - -	- - -	- - -	- 2 6	—	—	—	—	—	—
	Plymouth - - -	- - -	- - -	- - -	- - -	- - -	- - -	17 10 -	10 - -	2 10 -	—
	Falmouth - - -	- - -	60 - -	—	—	—	—	—	—	—	—
	Swansea - - -	- - -	24 10 -	—	—	—	—	—	—	—	—
	Newcastle - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	50 2 6	—
	Total - - -	- - -	84 10 -	- - -	12 15 6	53 2 -	- - -	17 10 -	10 - -	52 12 6	59 12 6
										Cwt. qr. lb.	
Bread and Biscuit (manufactured from Corn, the production of the Islands).	London - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	37 2 8	—

Note.—The foregoing Account exhibits the Quantities of Wheat, Flour and Biscuit imported from Jersey and Guernsey *jointly*; the Importations from each Island separately cannot be shewn, the separation not being made in the Returns transmitted to the Inspector General from the Ports.

Inspector General's Office,
Custom House, London,
4 September 1835.

William Irving,
Inspector General of Imports and Exports.

No. 6.—An Account of the Quantities of Wheat, Flour and Biscuit imported from *Jersey*, *Guernsey* and *Isle of Man*—*continued.*

ARTICLES.	PORTS at which entered.	IMPORTS from the ISLE OF MAN.									
		1825.	1826.	1827.	1828.	1829.	1830.	1831.	1832.	1833.	1834.
		Qrs. bus.	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*
Wheat (Foreign) - -	- - - - -	—	—	—	—	—	—	—	—	—	—
Wheat (the production of the Island.)	Aberystwith (and Aberdovey) - - -	60 -	—	—	—	—	—	—	—	—	—
	Beaumaris (& Caernarvon)	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	2 6
	Chester - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	487 -	—
	Liverpool (and Runcorn)	6,709 1	5,960 -	3,375 1	10,763 2	5,849 6	10,740 1	8,456 4	10,928 2	12,456 4	15,715 2
	Lancaster (and Preston)	- - -	- - -	- - -	758 4	1,736 4	2,740 4	544 4	2,802 -	5,349 -	1,687 4
	Whitehaven (including Workington and Maryport) - - -	837 4	1,293 5	2,590 -	4,209 6	417 4	835 -	4,685 5	1,195 3	1,108 6	2,418 4
	Carlisle - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	140 -	—
	Glasgow - - -	- - -	- - -	- - -	48 7	118 -	35 2	237 -	- - -	15 -	37 -
	Campbeltown - -	- - -	- - -	- - -	- - -	52 4	—	—	—	—	—
	Dumfries (and Wigtown)	- - -	- - -	- - -	- - -	3 -	- - -	- - -	- - -	1 -	—
	Newry (and Killough) -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 -	—
	Total - - -	7,606 5	7,253 5	5,965 1	15,780 3	8,177 2	14,350 7	13,923 5	14,925 5	19,562 2	19,861 -
		Cwt. qr. lb.	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*
Flour (ground from Foreign Wheat.)	Liverpool - - -	- - -	- - -	- - -	60,134 1 22	6,352 3 19	1,410 2 1	2,846 1 20	- - -	572 3 17	—
	Whitehaven - - -	- - -	- - -	- - -	1,623 3 25	—	—	—	—	—	—
	Campbeltown - -	- - -	- - -	- - -	- - -	13 - -	—	—	—	—	—
	Stranraer - - -	- - -	- - -	- - -	155 - 14	—	—	—	—	—	—
	Total - - -	- - -	- - -	- - -	61,913 2 5	6,365 3 19	1,410 2 1	2,846 1 20	- - -	572 3 17	—
Flour (ground from Wheat the production of the Island.)	Liverpool - - -	15 1 4	8 3 22	9 - -	19 - 25	260 2 8	2 3 18	11 2 2	105 - 7	80 1 -	21 2 -
	Whitehaven - -	- - -	- - -	- - -	4 - -	- - -	2 2 20	—	—	—	—
	Total - - -	15 1 4	8 3 22	9 - -	23 - 25	260 2 8	5 2 10	11 2 2	105 - 7	80 1 -	21 2 -
Bread and Biscuit (manufactured from Foreign Corn.)	Liverpool - - -	- - -	- - -	- - -	41 2 21	—	—	—	—	—	—
Bread and Biscuit (manufactured from Corn the production of the Island.)	Liverpool - - -	- - -	6 2 -	- - -	35 1 13	2 2 22	- 1 2	6 - -	15 2 16	—	—

Inspector General's Office,
Custom House, London,
September 1835.

William Irving,
Inspector General of Imports and Exports.

No. 7.—AN ACCOUNT of the Quantities of WHEAT, FLOUR and BUISCUIT, exported from *Jersey*, in each Year since 1824, and the Places to which sent.

PLACES TO WHICH SENT.		YEARS																			
		1825.		1826.		1827.		1828.		1829.		1830.		1831.		1832.		1833.		1834.	
		Imp. qrs.	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*
WHEAT (Foreign)	GREAT BRITAIN:—																				
	Southampton	-	-	-	-	-	-	-	-	1,092	-	2,533	6	40	1	—		—		—	
	Newport	-	-	-	-	-	-	-	-	-	-	-	-	306	-	—		—		—	
	Weymouth	-	-	-	-	-	-	-	-	-	-	755	-	538	2	—		—		—	
	Plymouth	-	-	-	-	1,370	-	-	-	1,238	-	2,404	2	839	-	—		—		—	
	Bristol	-	-	-	-	-	-	-	-	-	-	681	-	494	-	—		—		—	
	Bridport	-	-	-	-	-	-	-	-	-	-	240	-	300	-	—		—		—	
	Guernsey	-	-	3	-	473	-	12	-	1	-	-	-	28	-	42	-	714	-	1,557	-
	France	-	-	-	-	-	-	-	-	142	-	-	-	-	-	3,091	-	-	-	2	-
	Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200	-
	Gibraltar	1,328	-	-	-	—		—		—		—		—		—		—		—	
	Teneriffe and St. Michael's	77	-	—		—		—		—		—		—		—		—		—	
	Brazil	1,046	-	527	-	1,694	-	529	-	159	-	-	-	-	-	150	-	1,134	-	1,770	-
	TOTAL	2,451	-	530	-	3,537	-	541	-	2,632	-	6,614	-	2,547	3	3,283	-	1,848	-	3,529	-
WHEAT (produce of Jersey)	GREAT BRITAIN:—																				
	Southampton	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73	6	—		—	
	Newport	-	-	-	-	-	-	4	-	-	-	-	-	1	7	—		—		—	
	Weymouth	-	-	-	-	-	-	-	-	-	-	83	-	36	-	63	-	904	-	243	-
	Plymouth	-	-	-	-	-	-	-	-	65	-	810	1	1,139	6	1,724	2	2,885	4	3,409	4
	Bristol	-	-	-	-	-	-	-	-	-	-	4	3	—		—		—		—	
	Teignmouth	-	-	-	-	-	-	-	-	-	-	-	7	—		—		—		—	
	Truro	-	-	-	-	-	-	-	-	-	-	-	-	18	4	—		—		—	
	Hull	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	85	3	—	
	London	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	13	-
	Fowey	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	-	—	
	Shoreham	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	2	15	-
	Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	-
	Poole	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
	Dartmouth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	-
	British North America	-	-	-	-	-	-	-	6	-	-	—		—		—		—		—	
	TOTAL	-	-	-	-	-	-	4	6	65	-	898	3	1,196	1	1,862	-	3,984	-	3,846	3

		Cwt. qr. lb.	Cwt. qr. lb.	Cwt. qr. lb.	Cwt. qr. lb.	Cwt. qr. lb.	Cwt. qr. lb.	Cwt. qr. lb.	Cwt. qr. lb.	Cwt. qr. lb.	Cwt. qr. lb.
FLOUR (ground from Foreign Wheat.)	GREAT BRITAIN:—										
	Southampton	– – –	– – –	– – –	– – –	5 – –	175 – –	340 – –	—		
	Weymouth	– – –	– – –	– – –	– – –	– – –	125 – –	125 – –	—		
	Plymouth	– – –	– – –	– – –	– – –	525 – –	735 – –	998 2 –	—		
	London	– – –	– – –	– – –	– – –	– – –	84 – –	—	—		
	Portsmouth	– – –	– – –	– – –	– – –	300 – –	—	—	—		
	Lyme	– – –	– – –	– – –	– – –	20 – –	—	—	—		
	Isle of Man	– – –	– – –	– – –	– – –	– – –	– – –	– – –	1,169 – –		
	Guernsey	119 – –	120 – –	31 – –	348 – –	377 – –	256 – –	626 – –	886 – –	2,310 – –	1,557 – –
	France	– – –	– – –	– – –	– – –	48 – –	– – –	30 – –	2,844 – –	—	—
	Gibraltar	472 – –	– – –	– – –	– – –	– – –	– – –	– – –	20 – –	– – –	234 – –
	Teneriffe and St. Michael's	35 – –	—	—	—	—	—	—	—	—	—
	Teneriffe and River Gambia	– – –	– – –	21 – –	—	—	—	—	—	—	—
	River Gambia	203 – –	149 – –	175 – –	9 – –	– – –	35 – –	– – –	35 – –	– – –	18 – –
	British North America	983 – –	1,898 – –	2,007 – –	2,331 – –	1,121 – –	2,110 – –	200 – –	153 – –	3,855 – –	3,579 – –
	British West Indies	– – –	– – –	– – –	472 – –	—	—	—	—	—	—
	Honduras	– – –	– – –	227 – –	105 – –	18 – –	– – –	– – –	– – –	1,050 – –	328 – –
	Foreign West Indies	175 – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	252 – –	—
	Brazil	1,267 – –	– – –	– – –	– – –	175 – –	88 – –	– – –	– – –	1,747 – –	1,437 – –
	TOTAL	3,254 – –	2,167 – –	2,461 – –	3,265 – –	2,589 – –	3,608 – –	2,319 2 –	5,107 – –	9,214 – –	7,153 – –
FLOUR (ground from Jersey Wheat.)	GREAT BRITAIN:—										
	Plymouth	– – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	110 – –	—
BISCUIT (manufactured from Foreign Corn.)	GREAT BRITAIN:—										
	Falmouth	81 – –	—	—	—	—	—	—	—	—	
	Gweek	– – –	30 – –	—	—	—	—	—	—	—	
	Swansea	– – –	40 – –	—	—	—	—	—	—	—	
	Plymouth	– – –	– – –	– – –	– – –	– – –	– – –	97 1 18	—	—	
	London	– – –	– – –	– – –	– – –	– – –	– – –	– – –	84 – –	—	—
	Newcastle	– – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	100 – –	—
	Portsmouth	– – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	26 – –
	Poole	– – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	75 – –
	Bristol	– – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	32 – –
	Guernsey	10 – –	20 – –	2 – –	32 – –	40 – –	200 – –	108 – –	– – –	60 – –	19 – –
	Portugal	– – –	– – –	40 – –	—	—	—	—	—	—	—
	Gibraltar	112 – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	90 – –
	Teneriffe and St. Michael's	40 – –	—	—	—	—	—	—	—	—	—
	Teneriffe and River Gambia	– – –	– – –	7 – –	—	—	—	—	—	—	—
	River Gambia	50 – –	– – –	20 – –	40 – –	16 – –	– – –	– – –	– – –	– – –	8 – –
	British North America	4,264 – –	4,496 – –	3,456 – –	4,604 – –	3,259 – –	5,795 – –	1,891 – –	1,258 – –	5,023 – –	5,625 – –
	Brazil	260 – –	– – –	– – –	– – –	180 – –	– – –	– – –	– – –	153 – –	557 – –
	Mauritius	– – –	– – –	– – –	– – –	– – –	– – –	23 – –	– – –	—	—
	TOTAL	4,817 – –	4,586 – –	3,525 – –	4,676 – –	3,495 – –	5,995 – –	2,119 1 18	1,342 – –	5,336 – –	6,432 – –

N. B.—No Biscuit manufactured from Wheat, produce of *Jersey*, has been exported during this period. Under the head—Wheat, produce of Jersey, are included 27 Quarters, produce of Sark; and of the quantity of Island Wheat cleared for Plymouth in 1834, 118 Quarters did not reach, vessel supposed lost.

Customs Office, Jersey.

J. Rider, Pl Offr.

AN ACCOUNT of the Quantities of WHEAT, FLOUR and BISCUIT, exported from *Guernsey*, in each Year since 1824, specifying the Places to which they were sent.

PLACES TO WHICH SENT.		YEARS																			
		1825.		1826.		1827.		1828.		1829.		1830.		1831.		1832.		1833.		1834.	
		Imp. qrs.	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*	*Imp. qrs.*	*bus.*
WHEAT (Foreign)	GREAT BRITAIN:—																				
	Bridgewater	-	-	-	-	-	-	-	-	1,052	-	1,476	-	—		—		—		—	
	Bridport	-	-	-	-	-	-	-	-	439	-	732	4	—		—		—		—	
	Cowes	-	-	-	-	-	-	650	-	—		—		—		—		—		—	
	Dartmouth	-	-	-	-	-	-	-	-	-	-	40	-	608	4	—		—		—	
	Exeter	-	-	-	-	-	-	-	-	170	-	114	-	—		—		—		—	
	Fowey	-	-	-	-	-	-	123	-	—		—		—		—		—		—	
	London	-	-	-	-	-	-	1,069	-	-	-	369	-	384	4	—		—		—	
	Liverpool	-	-	-	-	-	-	-	-	4,690	2	—		—		—		—		—	
	Plymouth	-	-	505	6	-	-	-	-	560	-	2,943	-	1,407	1	—		—		—	
	Poole	-	-	-	-	-	-	412	-	-	-	835	-	350	-	—		—		—	
	Southampton	-	-	-	-	-	-	2,701	1	685	5	2,259	3	1,242	5	—		—		—	
	Weymouth	-	-	-	-	-	-	460	-	1,249	4	1,209	-	1,077	4	—		—		—	
	Isle of Man	-	-	-	-	-	-	-	-	-	-	-	-	-	-	663	5	—		—	
	Jersey and Alderney	288	-	290	4	204	4	338	4	281	1	1,303	-	252	4	797	-	5	4	90	-
	Gibraltar	544	-	-	-	-	-	-	-	-	-	-	-	-	-	54	-	—		—	
	Azores	-	-	120	-	-	-	25	-	—		—		—		—		—		—	
	South America	548	-	430	-	744	-	1,512	-	620	-	50	-	-	-	5	-	333	-	125	-
	British West Indies	-	-	-	-	-	-	-	-	-	-	87	4	—		—		—		—	
	France	-	-	-	-	-	-	1,028	-	649	4	82	-	15	4	1,080	6	—		—	
	Netherlands	-	-	-	-	-	-	-	-	-	-	-	-	1,692	-	—		—		—	
	Italy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	966	-
	TOTAL	1,380	-	1,346	2	948	4	8,318	5	10,397	-	11,500	3	7,030	2	2,600	3	338	4	1,181	-
WHEAT the production of Guernsey and its Bailiwick (viz. Alderney and Sark)	GREAT BRITAIN; viz.																				
	Dartmouth	-	-	-	-	-	-	-	-	-	-	42	3	8	-	-	-	-	3	—	
	Plymouth	-	-	-	-	-	-	-	-	-	-	138	5	10	-	25	-	1,287	-	582	-
	Poole	-	-	-	-	-	-	-	-	-	-	-	-	135	3	—		—		—	
	Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-	2	-	—		—		—	
	Southampton	-	-	-	-	-	-	258	2	254	7	338	2	34	4	6	6	96	4	35	2
	Weymouth	-	-	-	-	-	-	-	-	-	-	179	5	45	-	-	-	-	-	769	-
	TOTAL	-	-	-	-	-	-	258	2	254	7	698	7	234	7	31	6	1,383	7	1,386	2
FLOUR (ground from Wheat the production of Guernsey and its Bailiwick.)	GREAT BRITAIN; viz.													*sacks.*		*sacks.*		*sacks.*			
	London	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	-	—		—	
	Plymouth	-	-	-	-	-	-	-	-	-	-	-	-	180	-	-	-	153	-	—	
	Poole	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	-	—	
	Southampton	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	-	—	
	TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	180	-	87	-	213	-	—	

PLACES TO WHICH SENT.	YEARS																							
	1825.		1826.		1827.		1828.		1829.		1830.			1831.			1832.			1833.		1834.		
	sacks.	bars.	sacks.	bars.	sacks.	bars.	sacks.	bars.	sacks.	bars.	sacks.	bars.	cwt.	sacks.	bars.	cwt.	sacks.	bars.	cwt.	sacks.	bars.	sacks.	ba s.	½ ditto.
FLOUR (ground from Foreign Wheat.)																								
GREAT BRITAIN; viz.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Bristol	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	20
Dartmouth	-	20	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Fowey	-	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
London	-	-	3	-	-	-	-	61	-	55	-	47	-	-	-	-	-	-	-	-	-	-	220	-
Poole	-	-	-	* 230	-	50	20	440	-	468	-	-	-	-	-	-	-	-	-	-	50	-	170	-
Plymouth	-	-	-	50	-	-	-	-	-	-	-	20	-	348	-	-	-	-	-	20	-	-	-	-
Southampton	-	-	-	-	-	-	-	-	-	-	-	-	-	314	-	-	-	-	-	-	-	-	-	-
Weymouth	-	-	-	-	-	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Isle of Man	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,323½	-	148	-	-	-	-	-	-
Jersey and Alderney	1,952	114	1,385	-	1,435	5	1,897	8	3,330	-	1,509	17	-	1,568	45	58	854	884	6	587	1	702	50	-
Newfoundland	-	3,069	-	1,776	-	1,649	-	2,015	-	30	-	164	394½	-	-	-	-	10	-	-	1,465	-	1,220	-
Gibraltar	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-	258	-	-	-
Azores	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South America	-	19	-	-	-	240	-	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
British West Indies	-	125	-	-	-	10	-	200	-	-	-	-	-	-	-	-	-	-	-	-	40	-	292	-
Foreign ditto	-	-	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	-
France	-	-	-	-	-	-	-	-	-	-	-	-	-	20	-	-	427	742	-	-	-	-	-	-
Norway	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	857	-	-	-
Sierra Leone	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	1,952	3,347	1,388	2,076	1,435	1,984	1,947	2,771	3,330	556	1,509	252	394½	2,251	45	2,381½	1,289	1,784	6	607	2,671	703	1,967	20
BREAD and BISCUIT (manufactured from Foreign Corn.)																								
GREAT BRITAIN; viz.	cwt.		cwt.		cwt.		cwt.		cwt.		cwt.			cwt.			cwt.			cwt.		cwt.		
Bristol	-		-		-		-		-		-			-			-			430		345		
Dartmouth	210		-		-		-		-		102			-			335			106		-		
London	-		660		-		2,605		1,191		761			-			-			-		1,864½		
Plymouth	170		1,635		250		-		16		650			933			-			4		-		
Poole	-		* 650 8		182		1,150		97		995			170 110 returned to Guernsey in the same Vessel.			288			690		242		
Southampton	-		-		-		16		-		-			-			-			-		-		
Jersey and Alderney	172		92		2		561		1,042		98			391			329			591		283		
Newfoundland	12,379		8,605		5,163		3,807		1,455		3,582			1,099			40			1,871		3,620		
Gibraltar	100		-		-		-		-		-			-			180			711		-		
Azores	-		360		20		40		-		-			-			7			-		-		
South America	-		40		-		300		-		-			-			-			-		-		
British West Indies	76		-		-		-		-		50			-			-			20		30		
Foreign ditto	-		-		-		-		-		-			-			-			268		-		
Portugal	-		-		-		-		-		-			-			-			422		-		
Sierra Leone	-		-		-		-		13		-			-			-			-		-		
TOTAL	13,107		12,050		5,617		8,479		3,814		6,238			2,703			1,179			5,113		6,384½		
BREAD and BISCUIT (manufactured from Guernsey Corn.)																								
GREAT BRITAIN; viz.																								
London	-		-		-		-		-		-			-			-			40		-		

* These quantities were not landed at Poole, but exported from that Port to Newfoundland in the same Vessel in which they were shipped from Guernsey.

Custom House, Guernsey.

Jas Pulling, P. Officer.
Jno. Radford, Contr.

AN ACCOUNT of the Quantities of **Wheat**, **Flour** and **Biscuit**, exported from the *Isle of Man*, in each Year since 1824, specifying the Places to which they were sent.

PLACES TO WHICH SENT.		YEARS									
		1825.	1826.	1827.	1828.	1829.	1830.	1831.	1832.	1833.	1834.
Wheat (the production of the Island.)	**United Kingdom**; viz.	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bus.*	*Qrs. bu.*
	Liverpool - -	5,478 5	5,711 2	3,843 5	11,288 1	5,922 5	9,690 6	6,827 3	11,939 3	12,678 6	15,015 7
	Runcorn - - -	- - -	- - -	- - -	- - -	- - -	903 -	1,151 -	—	—	—
	Chester - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	487 3	—
	Lancaster - -	- - -	- - -	- - -	758 7	1,494 -	2,209 4	561 -	2,516 -	4,907 -	1,390 -
	Preston - - -	- - -	- - -	- - -	- - -	- - -	334 -	- - -	44 -	380 -	92 4
	Whitehaven - -	1,008 4	1,161 -	2,460 5	3,768 2	1,297 4	613 4	3,939 3	880 2	542 4	2,053 4
	Workington - -	- - -	169 5	208 -	449 -	- - -	127 4	667 2	71 -	457 -	234 -
	Maryport - -	- - -	- - -	- - -	- - -	- - -	- - -	15 -	7 4	122 -	171 -
	Carlisle - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	140 -	—
	Aberdovey - -	60 -	—	—	—	—	—	—	—	—	—
	Caernarvon - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	2 6
	Wigtown - - -	- - -	- - -	- - -	- - -	3 -	- - -	- - -	- - -	19 4	—
	Glasgow - - -	- - -	- - -	- - -	30 7	162	32 6	53 -	- - -	15 -	37 -
	Killough - - -	- - -	- - -	- - -	- - -	- - -	- 4	—	—	—	—
	Dublin - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 -	—	—
	Total - - -	6,547 1	7,041 7	6,512 2	16,295 1	8,879 2	13,911 4	12,714 -	15,463 1	19,749 1	18,996 5
Wheat (Foreign.)	Guernsey - - -	- - -	- - -	- - -	3,895 6	849 4	—	—	—	—	—
	Havre de Grace - -	- - -	- - -	- - -	545 -	—	—	—	—	—	—
	Lisbon - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	821 -
	Total - - -	- - -	- - -	- - -	4,440 6	849 4	- - -	- - -	- - -	- - -	821 -
Flour (ground from Foreign Wheat.)	**United Kingdom**; viz.	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*	*Cwt. qr. lb.*
	Liverpool - -	- - -	- - -	- - -	60,085 1 27	6,355 3 8	1,407 3 12	2,846 1 20	- -	630 - -	—
	Whitehaven - -	- - -	- - -	- - -	1,301 1 20	—	—	—	—	—	—
	Stranraer - - -	- - -	- - -	- - -	155 - 14	—	—	—	—	—	—
	Glasgow - - -	- - -	- - -	- - -	- - -	13 - -	—	—	—	—	—
	Total - - -	- - -	- - -	- - -	61,542 - 5	6,368 3 8	1,407 3 12	2,846 1 20	- - -	630 - -	—
Flour (ground from Wheat, the production of the Island.)	- Ditto:—										
	Liverpool - -	15 1 4	9 - 4	12 1 27	19 - 25	258 2 18	3 - 10	11 2 2	105 - 7	40 1 -	21 2 -
	Whitehaven - -	- - -	- - -	- - -	4 - -	- - -	2 - 10	—	—	—	—
	Total - - -	15 1 4	9 - 4	12 1 27	23 - 25	258 2 18	5 - 20	11 2 2	105 - 7	40 1 -	21 2
Bread and **Biscuit** (manufactured from Foreign Corn.)	- Ditto:— Liverpool - -	- - -	- - -	- - -	41 2 21	—	—	—	—	—	—
Bread and **Biscuit** (manufactured from Corn, the production of the Island.)	- Ditto:— Liverpool - -	- - -	6 2 -	- 2 24	26 - 14	2 1 22	- 1 2	6 - -	15 2 16	—	—

Custom House, Douglas,
Isle of Man.

Geo. Jones, Coll.
R. McGoffey, Comp.

—No. 8.—

AN ACCOUNT of the Quantities of WHEAT and FLOUR imported into this Country from *Canada*, and entered for Home Consumption in each Year since 1824.

UNITED KINGDOM.	Wheat.		Wheat, Meal and Flour.			UNITED KINGDOM.	Wheat.		Wheat, Meal Flour.		
	Qrs.	*bus.*	*Cwt.*	*qr.*	*lb.*		*Qrs.*	*bus.*	*Cwt.*	*qr.*	*lb.*
Year - 1825	123,588	4	12,623	3	15	Year - 1830	45,775	1	48,210	1	26
„ - 1826	29,078	7	774	–	2	„ - 1831	109,619	7	82,142	1	12
„ - 1827	50,841	3	23,092	2	14	„ - 1832	160,509	2	73,428	1	21
„ - 1828	15,899	3	16,619	2	14	„ - 1833	58,066	3	46,300	2	15
„ - 1829	1,711	6	5,005	2	5	„ - 1834	42,366	1	43,730	1	18

Inspector-General's Office,
Custom House, London,
4 September 1835.

William Irving,
Inspector General of Imports and Exports.

—No. 9.—

AN ACCOUNT of the Quantity of FOREIGN WHEAT in Bond, on 1st October 1824; of the Quantity of FOREIGN WHEAT bonded since that date; of the Quantity of FOREIGN WHEAT remaining in Bond at the time of making up the last Return; and, of the Quantity of FOREIGN WHEAT taken out of Bond in each Year since 1st October 1824.

UNITED KINGDOM.	FOREIGN WHEAT				
	BONDED between 10th October 1824 and 5th August 1835.	Taken out of Bond between 10th October 1824 and 5th August 1835:			
		For Home Consumption.	For Exportation.	To be ground into Flour, under Act 5 Geo. IV. cap. 70.	TOTAL.
	Imp. qrs.	*Imp. qrs.*	*Imp. qrs.*	*Imp. qrs.*	*Imp. qrs.*
10 October 1824 to 5 January - 1825	2,354	4,665	1,697	4,634	10,996
Year ended 5 Jan. 1826	267,010	403,406	6,580	14,547	424,533
„ „ - 1827	529,167	271,184	6,792	- - -	277,976
„ „ - 1828	229,22	516,937	26,991	- - -	543,928
„ „ - 1829	319,172	426,443	57,661	- - -	484,104
„ „ - 1830	805,087	541,677	52,180	- - -	593,857
„ „ - 1831	981,598	1,063,090	25,050	- - -	1,088,140
„ „ - 1832	988,959	353,937	43,455	- - -	397,392
„ „ - 1833	342,574	278,484	235,883	- - -	514,367
„ „ - 1834	225,762	40,299	34,479	- - -	74,778
„ „ - 1835	120,918	34,375	113,564	- - -	147,939
5 January to 5 Aug. 1835	15,646	7,570	50,607	- - -	58,177
TOTAL - - -	4,827,469	3,942,067	654,939	19,181	4,616,187

The quantity of Foreign Wheat remaining in Bond, was - } on 10th October 1824 - - - 447,185 } Imperial
on 5th August 1835 - - - 625,622 } Quarters.

Inspector-General's Office,
Custom-House, London,
4 September 1835.

William Irving,
Inspector General of Imports and Exports.

Note.—It will be observed, that the difference between the Stock in Warehouse at the commencement and the Stock at the termination of the period embraced by this Return, does not coincide exactly with the difference between the aggregate receipts and aggregate deliveries of the period as exhibited in the same document, the quantity wanting to complete the balance being 32,845 quarters. In explanation of this circumstance it is necessary to remark, that under the law which regulated the warehousing of Foreign Corn previously to the passing of the Act 9 Geo. IV. cap. 76 (in August 1828), the Duty was levied only on the quantities actually taken out for Home Consumption, none being exigible nor any entry passed for the deficiencies caused by waste, shrinkage, &c.; so that in most cases a small proportion of the original deposit was left unaccounted for upon the face of the registry. The existence of such unentered deficiencies is made apparent by the defective balance on the present statement, and their limited amount is also indicated; but as there was no provision for ascertaining their extent at the time, the proportion in which they attach to the several years of the period during which the law in question continued in force cannot be shown.

Since the passing of the Act above quoted, it has been imperative upon the Merchant to pay the Customs Duty upon the quantity originally warehoused, with no abatement except for quantities re-exported; and deficiencies of all kinds have consequently been brought to account as deliveries for Home Consumption. The only examples of any deviation from this rule are to be found in the case of the Corn accidentally destroyed by fire at Liverpool in 1831, and in that of some parcels in a state of decay, which have occasionally been destroyed at various Ports, under the authority of the Board of Customs. *W. I.*

WHEAT AND FLOUR.

ACCOUNTS of Wheat and Flour imported into this Country, entered for Home Consumption, or Bonded, &c. since 1824.

(*Mr. Dillwyn.*)

Ordered, by The House of Commons, *to be Printed,*
4 *September* 1835.

596.

ISLE OF MAN, &c. (CORN TRADE.)

REPORT

Of the Commissioners of His Majesty's Customs respecting the Corn Trade in the Isle of Man; including also, the Islands of Guernsey and Jersey; dated 29th July 1834.

Ordered, by The House of Commons, *to be Printed,* 23 *March* 1835.

◆

TO THE LORDS OF THE COMMITTEE OF PRIVY COUNCIL FOR TRADE.

LORD AUCKLAND having, in his Letter of the June last to the Chairman of this Board, directed, with reference to our Report of the 10th of that month, relative to the alleged illegal importation of Foreign Corn into this Country from the Isle of Man, that we would make more particular inquiry upon this subject, including the Islands of Guernsey and Jersey, in respect of which it had been alleged that similar illicit practices had prevailed; we instructed two of our principal Officers to proceed to the said Islands, one to the Isle of Man and the other to Guernsey and Jersey, for the purpose of obtaining all the information in their power with respect to the quantities of Corn grown and consumed, and also the quantities of Foreign Corn imported into, and the quantities of Corn exported from, the Islands respectively, distinguishing, if possible, Foreign Corn from Corn the produce of the Islands; and they were also authorized to obtain all possible information respecting the illegal practice alluded to; and the said Officers having prepared the Accounts required, and transmitted them to us, together with such information as they have been enabled to obtain upon the subject:

We beg leave to transmit Copies of their Reports, with Copies of the Accounts referred to. And upon the result of those inquiries, have to submit the following observations:—

With respect to the Isle of Man.—By the Act of the 3 & 4 Will. IV. c. 60, intituled, "An Act for regulating the Trade of that Island," Corn, Grain and Meal of all sorts may be imported therein without payment of any duty; and by 40th Section of the Customs Regulations Act, 3 & 4 Will. IV. c. 52, Corn the produce of the Isle of Man is admissible in the United Kingdom duty-free, upon production of a certificate in each case that the Corn is *boná fide* the produce of the Island.

It is computed that the annual quantity of Corn grown upon the Island, and the quantity consumed, are as follows; namely—

	Wheat.	Barley.	Oats.
Quantity grown -	- 21,250 qrs. -	- 20,000 qrs -	- 39,000 qrs.
Quantity consumed	- 16,000 „ -	- 17,000 „ -	- 39,000 „

And from the accounts of the quantities of Foreign Corn imported into and exported from the Island during the last five years, the average annual quantity is,—

	Wheat.	Barley.	Oats.
Imported - - -	7,963 qrs. -	- 2,471 qrs. -	- 1,847 qrs.
Exported - - -	13,887 „ -	- 5,578 „ -	- 1,340 „

It would thus appear, that while the quantities of Wheat and Barley grown in the Island *exceed* the quantities consumed, the excess as regards Wheat being

5,250 qrs., and that as regards Barley 3,000 qrs., there is imported annually 7,963 qrs. Foreign Wheat, and 2,471 qrs. Foreign Barley, making a total surplus of the quantities consumed in the Island of—

Wheat.	Barley.
13,213 - - -	- 5,471;

and which, as your Lordships will observe, corresponds very nearly with the quantities exported from the Island.

The question involved in the present inquiry is, of what description the Corn so exported from the Island to the United Kingdom consists, whether Manx Grain or Foreign Grain. We have before stated, that Foreign Corn is allowed to be imported into theIsland duty-free, and it appears that the importers of the foreign article are also large holders of Corn the produce of the Island, which they purchase of the growers.

It appears also, that, in many instances, Foreign Grain is deposited in the same warehouse with Grain the produce of the Island; consequently the proprietors have the opportunity of mixing them; a proceeding which, it is currently reported in the Island, has been practised to some extent; but whether or not any part of the Corn so mixed is exported to the United Kingdom as Grain wholly the produce of the Island, we have not been enabled to ascertain. But as Rostock Wheat can be imported into the Island at from 28 *s.* to 30 *s.* per quarter, and will maintain, if fresh and good, an equal price in the Liverpool market with Manx Grain, viz. 48 *s.* to 50 *s.*, there is, doubtless, a great temptation to fraud, and which can be effected by the party entering the goods for exportation to the United Kingdom, provided he be prepared to make the declaration required by the 15th Section of the Act 3 & 4 Will. IV. c. 60, viz. that the Corn so entered for exportation is the produce of the Island, the goods being admissible to entry duty-free in the United Kingdom, upon production of a certificate of the Collector of the Customs in the Isle of Man that a declaration to the above effect has been made.

The present stock of Foreign Grain in the Island may be estimated at about—

9,750 qrs. Wheat;
300 „ Barley;
— „ Oats;

which, with the exception of two or three cargoes imported at Ramsey, has been imported into Douglas by about five individuals, who are stated to have much benefited by their speculations; and the prices at which the several descriptions of Foreign Grain can be imported, including all expenses when stored in the Island, are as follows:—

	Wheat.	Barley.	Oats.
Hamburgh - -	45 *s.* per qr.	20 *s.* per qr.	18 *s.* per qr.
Dantzic - - -	41 *s.* –		
Rostock - - -	28 *s.* to 30 *s.*		
Manx Growth - -	48 *s.* to 50 *s.* per qr.	23 *s.* per qr.	16 *s.* to 20 *s.* per qr.

It has been alleged that large quantities of Foreign Wheat have been sent from the Isle of Man to Liverpool, and there admitted to entry duty-free, as the produce of the Island; and it was alleged during the present inquiry, that some Foreign Grain had been imported into the Island, and after having been landed and housed, had very shortly afterwards been shipped for Liverpool as the growth of the Island, in the very bags in which it had been imported. No proof, however, has been offered or obtained in support of such allegations; and although we are by no means prepared to deny that frauds of the nature alluded to have been committed, there is no reason to suppose that they have been carried on to the extent stated; and it appears to us that the parties who have made these allegations have assumed, that as the quantity of Grain *grown* upon the Island exceeds the quantity *consumed*, the Foreign Grain that is imported into the Island must consequently be sent to England; but this is not the case, and no doubt exists that a considerable portion of Foreign Grain is consumed in the Island; and while the importers, on the one hand, urge that the importation of Foreign Corn duty-free is a benefit to the Island, inasmuch as the home grower can readily dispose of his whole produce at a full market price, and supply his wants in Foreign Grain at nearly one-half the rate; the farmers, on the other hand, reprobate the measure, and appear to be unanimous in opinion that it is ruinous to their interests... Adverting, however, to the fact, that

the

the Island produces a surplus of Wheat beyond the consumption of upwards of 5,000 quarters, and a surplus of Barley 3,000 quarters, and that the growth of Oats is equal to the consumption, and adverting also to the facility with which Foreign Grain can be substituted for or mixed with Grain the produce of the Island, so long as the foreign article is allowed to be imported as at present without any restriction, it becomes a question how far it might be expedient to prohibit the importation of Foreign Grain into the Island altogether, or to render it subject to the same regulations as Foreign Corn imported into the United Kingdom.

With respect to the Islands of Guernsey and Jersey, from the best information which we have been enabled to obtain, it would appear that the annual quantity of grain grown in Guernsey and Jersey is as follows, viz.:—

	Wheat.	Barley.
Guernsey - - -	4,595 quarters - -	3,789 quarters.
Jersey - - -	10,347 „ - -	2,897 „

and that the above, as respects Guernsey, is about one-fourth of the quantity consumed in the Island, and, as regards Jersey, about one-half.

That on an average for the last five years the quantity of Foreign Grain imported has been—

	Wheat.	Barley.
Guernsey - - -	18,494 quarters - -	5,967 quarters.
Jersey - - -	20,795 „ - -	3,680 „

and the quantity of Grain exported to the United Kingdom has been—

	Wheat.	Barley.
Guernsey - - -	6,444 quarters - -	226 quarters.
Jersey - - -	7,358 „ - -	2,037 „

Thus it would appear that the quantity of Wheat annually exported from Guernsey to the United Kingdom has exceeded the quantity grown in the Island by upwards of 2,000 quarters; and it is manifest, therefore, that a considerable portion of the Wheat so exported has consisted of Foreign Wheat; and the only way in which the fraud could have been effected has been by the exporters making false declarations as to the produce of the Wheat; and although the quantity exported from Jersey has not exceeded the quantity grown in the Island, there is reason to believe that similar frauds have been committed in that Island by the same means; but we have not been enabled to ascertain the extent to which such frauds have been carried on, or to discover the guilty parties.

Under these circumstances, it becomes a matter for consideration, whether some regulation should not be adopted with respect fo the Islands of Guernsey and Jersey, as is proposed with respect to the Isle of Man, which will have the effect of putting an end to the frauds in question. Adverting to the fact, that the Grain grown in Guernsey and Jersey is not sufficient for the supply of the inhabitants, and that recourse must consequently be had to Foreign Grain to supply the deficiency, we doubt the expediency of interfering with the existing law under which Foreign Grains may be imported into those Islands duty-free. But it becomes a question so long as the Grain grown in these Islands is insufficient for the supply of the inhabitants, whether it would be entailing any hardship upon the trade thereof if such Grain were restricted from being imported into the United Kingdom.

With regard to the payment of rents on Grain, in respect of which your Lordships also directed us to make inquiry, it appears that payments of this description are confined to the Islands of Guernsey and Jersey, and that in some instances such payments have been made in Foreign Grain; but there is no reason to believe that the practice has existed to any great extent.

R. B. Dean.
Culling Chaˢ Smith.
W. L. Maberly.
J. G. Lushington.

Custom House,
29 July 1834.

ISLE OF MAN.

Custom House, Liverpool,
10th July 1834.

Honourable Sirs,

IN obedience to the directions contained in your Secretary's Letter of the 13th ultimo, No. 942, directing, "that the Collector or the Inspector General should forthwith proceed to the Isle of Man, and make a strict and particular inquiry on the spot, as to the alleged fraudulent practice, as represented to the Board, of introducing Foreign Corn into this Kingdom, under cover of being the Grain of the said Island, &c.;"

I have to state, that on the 20th ultimo, I proceeded to the Isle of Man, and shortly after my arrival, waited on the Lieutenant Governor; but he was unable to afford me any information on the subject of my inquiry. I have had conferences with importers of Foreign Grain, land-holders, farmers and others, and also Mr. M'Crone, (late agent to the Duke of Athol) now resident agent to the Woods and Forests Department, who has a general knowledge of all matters connected with the Island. The result of my inquiries is, that the Island contains about 133,696 acres, from which may be deducted for mountains, commons and other waste lands, 53,696 acres, leaving about 80,000 acres which are annually under crops of various kinds. I annex Returns (*See* Nos. 1. & 2.) of the annual importation of Foreign Corn, &c. for the last five years, and of the quantities of Corn, &c. exported, as the produce of the Isle of Man, for the like period.

It is computed the average crops of Corn are nearly as follows:—

	Quarters.
8,500 acres of Wheat, at 2½ quarters per acre - - -	21,250
5,000 „ Barley „ 4 - - ditto - - - - -	20,000
1,300 „ Oats „ 3 - - ditto - - - - -	39,000

The consumption supposed to be about,—

Of Wheat - - - - - -	16,000	quarters.
Barley - - - - - -	17,000	„
Oats - - - - - -	39,000	„

The average Importation for the last Five Years,—

Of Wheat - - - - - -	7,963	quarters.
Barley - - - - - -	2,471	„
Oats - - - - - -	1,847	„

The average Exportation for the last Five Years,—

Of Wheat - - - - - -	13,887	quarters.
Barley - - - - - -	5,578	„
Oats - - - - - -	1,340	„

ABSTRACT.

	Wheat.	Barley.	Oats.
Growth - - -	21,250	20,000	39,000
Imported Average -	7,963	2,471	1,847
Total - - - -	29,213	22,471	40,847
Consumption - -	16,000	17,000	39,000
Say Surplus - -	13,213	5,471	1,847

The produce and consumption of the Island in Oats, were previously to Foreign Corn being imported, nearly equal, and appear to continue so.

WHEAT.

	Quarters.
The averages of the five years' Exports amount to about, annually, -	14,000
Before the admission of Foreign Corn the Exports were about - -	8,000
Increase of Annual Exports - - - -	6,000

About 2,000 quarters short of the quantity of Foreign Wheat imported.

BARLEY.

	Quarters.
The average of the last five years' Exports, annually, about - -	6,000
Before the admission of Foreign Corn - - - - - -	1,500
Increase of Annual Exports - - -	4,500

About 2,000 quarters more than the quantity of Foreign Barley imported.

BEANS AND PEASE.

The quantities are so small as not worth notice.

Thus,

Thus, in consequence of the admission of Foreign Corn into the Isle of Man, an addition of 6,000 quarters of Wheat, and 4,500 quarters of Barley, has during the last five years been annually sent into the United Kingdom from the Isle of Man.

Corn, the produce of the Isle of Man, is admitted into the United Kingdom duty-free, under the 40th Section of the Act 3 & 4 Will. IV. c. 52, upon a certificate of the Collector and Comptroller being produced conformably with the 15th Section of the 3 & 4 Will. IV. c. 60.

The lands are let in farms, averaging from 50 to 500 acres. With the exception of a few of the larger growers, all the smaller farmers sell their produce to factors in the Island (who are importers of foreign grain, millers, &c.); the prices of the Liverpool Corn Market regulate the sales on the Island. It is generally believed and reported, that a part of the Corn that is sent from the Isle of Man as the growth of the Island, is mixed with Foreign Grain, and as Rostock Wheat can be imported into the Island at from 28*s.* to 30*s.* per quarter, and will maintain (if fresh and good) an equal price in the Liverpool Market as Manx Grain, 48*s.* to 50*s.* per quarter, there is certainly a great temptation to fraud.

The farmers generally reprobate the measure of allowing Foreign Corn to be imported into the Island duty-free; they are unanimous in opinion that it is ruinous to their interest; it is alleged that Foreign Grain has been merely landed and housed, and very shortly afterwards shipped to Liverpool, as being the growth of the Island, in the very bags in which it was imported; I could not obtain proof of this fact, but such reports are very current in the Island. The abominable bad quality of the bread is another general source of complaint, as the millers, who are also importers, receive Manx Grain, and return flour produced from Foreign Grain. It will be perceived by reference to the annexed Returns, marked No. 1, that in 1830, 2,489 quarters of Foreign Wheat were imported into the Island; whereas in 1834, 14,100 quarters were imported—a great increase; whilst at the same time the cultivation of the Island was rapidly improving, as will appear by reference to a Copy of a Return of the growth of the Island in 1821, annexed, No. 3.

The present stock of Foreign Grain in the Island may be estimated at,—

Wheat - - - - -	9,750 quarters.
Barley - - - - -	300 ,,
Oats - - - - -	Nil. ,,

The Foreign Grain has all been imported into Douglas, with the exception of two or three cargoes into Ramsey, and is confined to about five individuals, who, it is conjectured, must have been much benefited by their speculations. The following are the prices at which importation of Foreign Corn can be made, including all expenses when stored in the Island:

	Wheat.	Barley.	Oats.
Hamburgh - - -	45*s.* per quarter	20*s.* per quarter.	18*s.* per quarter.
Dantzic - - -	41*s.* ,,		
Rostock - -	28*s.* to 30*s.* ,,		
Manx growth -	48*s.* to 50*s.* ,,	23*s.* ,,	16*s.* to 20*s.* ,,

The population of the Island, from the Census of 1831, is 40,181, inclusive of from 500 to 800 visitors weekly, during the summer months; the bulk of the population (the peasantry) subsist on barley and oatmeal, potatoes and herrings; the wages of a husbandman is 7*s.* per week, and a cabin and potatoe plot provided by the employer.

Some years since, Foreign Wheat was used as seed, but of late years it has been found more advantageous to procure seed Wheat from Cheshire, and various parts of Scotland.

I regret that after my most unremitting inquiries, I have not been able to obtain more satisfactory information. It would seem the consumption of the Island is almost wholly supplied from Foreign Grain, and that consequently nearly the whole growth is exported. This the importers urge is a benefit to the Island, as the home grower can readily dispose of his whole produce at a full market price, and supply his wants in Foreign Grain at one-half the rate; but it would appear that as the Island produces a surplus beyond the consumption of upwards of 5,000 quarters, there can be no necessity for importing from foreign ports, and as long as such is the case, under no restriction, it will be difficult to prevent admixture of such Grain with that of the produce of the Island, and under the present law, cover the transactions of the fraudulent trader. It therefore now becomes a question, whether frauds are committed to such an extent as to call for restrictions on the subject. At present the quantities of wheat exported does not equal the growth of the Island, but it is impossible to say to what extent Foreign Wheat may have been substituted or mixed with that of Manx produce; and as there is every reason to believe a great portion of the Foreign Wheat imported is consumed in the Island, and it does not appear to me that frauds have been committed to such an extent as may have been conceived, or to affect the interest of the agriculturalist of the United Kingdom, so far as I could learn, the feeling of the majority of the most intelligent farmers is in favour of the prohibition of the importation of Foreign Grain; but Lieutenant-Governor Ready informed me, that if the Government were desirous of obtaining the general sense of the community, as to the expediency of allowing the continuance of the importation of Foreign Grain into the Island, he could in a short time obtain such information as would enable him to offer a tolerably correct opinion upon the subject.

I am, &c.

(signed) *A. Ross*, Inspr General.

No. 1.—Isle of Man.—AN ACCOUNT of the Quantities of Foreign Corn and Flour imported during the last Five Years, ended 5th January 1834, and from the 5th January to the 18th June 1834.

PERIODS.		WHEAT.	BARLEY.	OATS.	PEASE.	BEANS.	FLOUR.	
Years ending—		Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Barrels.	Half-Barrels.
5 January -	1830	2,489	1,021	3,238 $\frac{4}{8}$	22	228 $\frac{6}{8}$	—	—
—	1831	8,114 $\frac{4}{8}$	5,293 $\frac{5}{8}$	2,540 $\frac{7}{8}$	454 $\frac{5}{8}$	504 $\frac{2}{8}$	—	—
—	1832	4,474 $\frac{3}{8}$	1,343 $\frac{3}{8}$	2,090 $\frac{2}{8}$	159 $\frac{5}{8}$	516 $\frac{7}{8}$	1,755	—
—	1833	10,634 $\frac{2}{8}$	648	440	226 $\frac{7}{8}$	641 $\frac{7}{8}$	598	436
—	1834	14,100 $\frac{4}{8}$	4,052 $\frac{6}{8}$	926 $\frac{4}{8}$	276 $\frac{6}{8}$	—	—	—
From 5 Jan. to 18 June	1834	4,643 $\frac{1}{8}$	2,864 $\frac{7}{8}$	765 $\frac{5}{8}$	123	nil.	nil.	nil.

No. 2.—Isle of Man.—AN ACCOUNT of the Quantities of Corn and Flour, the Produce of the Island, exported to the United Kingdom during the last Five Years, ended 5th January 1834, and from the 5th January to the 18th June 1834.

PERIODS.		WHEAT.	BARLEY.	OATS.	PEASE.	BEANS.	FLOUR.		
Years ending—		Qrs.	Qrs.	Qrs.	Qrs.	Qrs.	Cwts.	qrs.	lbs.
5 January -	1830	7,902 $\frac{1}{8}$	4,291 $\frac{3}{8}$	1,729 $\frac{7}{8}$	128 $\frac{1}{8}$	- -	253	1	–
—	1831	13,883 $\frac{4}{8}$	6,180 $\frac{3}{8}$	1,132	7	- -	5	–	–
—	1832	12,477 $\frac{1}{8}$	5,222 $\frac{3}{8}$	2,713 $\frac{1}{8}$	32 $\frac{4}{8}$	- -	11	1	–
—	1833	15,417 $\frac{6}{8}$	3,615	594 $\frac{1}{8}$	21 $\frac{3}{8}$	30	106	–	–
—	1834	19,755	7,581 $\frac{7}{8}$	532 $\frac{6}{8}$	- -	182 $\frac{4}{8}$	6	1	–
From 5 Jan. to 18 June	1834	14,604 $\frac{7}{8}$	8,177 $\frac{2}{8}$	214 $\frac{5}{8}$	6 $\frac{1}{8}$	8	21	2	–

No. 3.—Copy of RETURN called for by the Lieutenant-Governor in 1821, when a Scarcity was apprehended, and furnished by Captains of Parishes, on information obtained on Oath in November.

	Quarters.
Wheat - - - - - - - -	16,532
Barley - - - - - - - -	9,844
Oats - - - - - - - -	16,232

One-fifth may be added to the above, to assume a fair average crop.

GUERNSEY AND JERSEY.

Custom House, Weymouth,
19 July 1834.

Honourable Sirs,

IN obedience to your Honours' commands of the 13th ultimo, directing me to proceed to Guernsey and Jersey, for the purpose of making inquiry as to the existence and extent of the fraudulent introduction into this Kingdom of Foreign Corn, under colour of being the growth and produce of these Islands;

I beg respectfully to report, in prosecuting my inquiries at Guernsey, where I arrived on the 17th following, it appeared to be the opinion of those with whom I had an opportunity of conversing, that Foreign Corn had so found its way into the United Kingdom, although a single instance could not be adduced in which it could be substantiated, or even a surmise as to its probable extent; and after a strict inquiry and a close investigation of the means which must have been resorted to by those engaged in this species of fraud, I am fully satisfied that it cannot have been carried on to any extent, from being confined either to the exchange of Foreign Grain for the Island produce, when the quality of the latter has been superior to the former, and rendered such substitution a better speculation for the English market, or, by perjury on the part of the farmers, that any Foreign Grain in their possession

was

was their own growth, by which latter course such grain would become naturalized, and possess the advantage of free importation into the United Kingdom. From the Island not growing more Wheat than equal to about one-fourth of its consumption, the inhabitants are wholly dependent on Foreign Corn for support; and such grain in consequence finding its way into every part of the Island, gives an impetus to fraud (without impugning the whole Island) irresistible to a certain class of society, however limited its extent. Guernsey wheat bearing a premium of 20*s.* per quarter, notwithstanding which, the average produce furnished by the annexed Returns of five years, give the annual growth at 4,595 quarters Wheat, and 3,789 quarters Barley; and the official Returns, (*See* Accounts, Nos. 1, 2, 3, 4, and for a five years' Average, *see* Abstract, No. 5.) showing the quantity exported for the last year (which is the largest) at 1,625 quarters Wheat only, and 14 quarters Barley, leaving a balance of 2,970 quarters Wheat, and 3,775 quarters Barley of the Island produce, as consumed on the Island, when no legal or other objection existed to the shipment of the entire.

Previously to the receipt of the Secretary's further commands, my attention had been drawn to the payment of rents, tithes, &c. on Foreign Grain. The former, it appeared, His Majesty's Privy Council had been pleased to decide as a legal tender, but on no occasion could I discover rents so paid had ever been exported as of Island produce; the Royal Court, by their practice, strenuously opposing any infringement of their privileges; an instance of which was brought before me by an officer of the court, subsequently corroborated by others, of an individual who had purchased a quantity of tithe Corn, not being allowed to swear to its produce, so as to entitle him to its free exportation to Great Britain, as the practice of the Royal Court, in requiring in each case the oath of the grower, could not be dispensed with; a practice which, if passed into a law, would, as far as the local authorities are concerned, embrace that kind of protection which would tend not only to secure their own privileges, but materially so the interest of the British grower.

JERSEY.

As the intelligence of my being at Guernsey preceded my arrival at Jersey, it gave time for the assembling of the States, two days previously, for the purpose of taking into consideration the necessity of putting a stop to the illegal introduction into the United Kingdom of Foreign Corn, as of the produce of that Island; for, as the law now stands, 3 & 4 Will. IV. c. 59. s. 86., the declaration of the exporter is sufficient to insure the free introduction to any extent of Grain, &c. of the Island produce into the United Kingdom, which I am satisfied has led to the complaint of fraudulent introduction; and the mode of administration in this Island, if I am correctly informed, not tending to give it weight; at which meeting of the States it was immediately enacted in all future exportations, to require the oaths of the grower; a precautionary measure which, had they before taken, must have operated very beneficially in its prevention, as from the smallness of the farms and the growers being well known to the jurats (admitting such proof to be adduced in open court), fraudulent shipments, other than by admixture or exchange, could not be well effected.

In directing my special attention to these points, I found it to be the received opinion that Foreign Grain had been so exported, and although spoken of without the slighest reservation, and even alleged that it was doubtful whether shipments had not been effected without a particle of Jersey produce forming any portion thereof, I could not obtain any proof of the fact, or the slightest information by which it could be corroborated; and here also I am borne out in again reporting, it must have been confined either to the exchange of Foreign Grain for Island produce, or under a false declaration of produce, by the exporter; but, as in either case, from the aggregate export being less than one-half of the Island produce, the existing privilege of free importation can only be said to have been abused without fraud having been actually committed; there being now under cultivation 2,146 acres of Wheat, which, at an average of 4 $\frac{23}{28}$ quarters to the acre, gives the gross produce 10,347 quarters, and that of Barley 601 acres, about 2,897 quarters; whilst by the official Returns, (*See* Accounts, Nos. 6, 7, 8, 9, and for a five years' average, including foreign grain, *see* Abstract, No. 10.) showing the exported quantity of Wheat during the last year at 4,014 quarters only, and of Barley one quarter; a balance is left on the Island produce of 6,333 quarters Wheat, and 2,896 quarters Barley; the whole of which balance, under the existing regulations, may have also been exported from the Island free of duty.

The importers of Foreign Grain being with others dealers in, as well as exporters of Island produce, and the growers bartering their own produce for, and purchasing Foreign Grain, gives a facility to this species of fraud not easily counteracted; it being impossible, in some cases, to distinguish one from the other; and there is no doubt but from the present inquiry it would have been practised to a considerable extent; Jersey produce bearing a premium of 20*s.* per quarter, and its exportation in the last five years having increased from 64 quarters to 3,983 quarters, though the gross produce is only equal to about one-half of their consumption.

In regard to the payment of Wheat rents to the King, lords of manors and others, I have reason to believe, in some instances, but to no extent, have they been discharged in Foreign Grain, and then without the knowledge or concurrence of those to whom they were due, as during the past year an application was made to the King's Receiver so to receive theirs, which was immediately rejected; yet such as may have been so paid, from the existence of no impediment, in common with other grain, there is no doubt of its exportation to this country in the manner before alluded to; but I am informed, even in the gross these rents are now very limited.

And in reference to the regulations under which such Corn is admitted into this country free of duty, I beg to observe, on the issuing of a cocket by the Officer of Customs for its exportation, proof is adduced before the local authorities of its being of the Island produce, which proof is taken to the Governor with the cocket, and his certificate obtained that proof has been made in the manner required by law, when on the whole of the documents being deposited with the Officers of the Customs, the vessel is cleared, and the cocket, Governor's certificate, with their own certificate of clearance, and a manifest of the cargo is delivered to the master, as the official documents to show the legality of the transaction, which is corroborated by the master's declaration with that of the importer, on its being admitted to entry in this country; and I am not aware of any official or other regulations which can be enacted as a greater security, beyond those I have already alluded to as being the practice of the Royal Court of Guernsey, and now the law at Jersey, in requiring the oath of the grower in each case of the actual quantity sold; and when not exported by the grower, a corroborative affidavit of identity from them; but it is for your Honours' consideration how far it was ever intended that these Islands should be entitled to the privilege of importing the entire produce of any article into the United Kingdom, so long as such produce should fall short of being equal to the support of its inhabitants, particularly Grain; an available speculation only when Foreign Grain, from the high rate of duty, is inadmissible into this country, and our farmers, from the low price of agricultural produce, suffering under the greatest distress'; or whether, to prevent excessive or fraudulent importations, it may not be politic to restrict them to the annual average of the past five years, or even the last year's import; neither of which can have any prejudicial effect on the landed interest of this country, or be deemed so towards the Islanders, the consumption of Jersey being estimated at about 22,292 quarters of Wheat, and Guernsey, 15,921 quarters; the former as with a population of 36,582, and the latter 26,128.

I am, Honourable Sirs,
Your very faithful and obedient Servant,
(signed) *R. Weston.*

Island of Guernsey.—AN ACCOUNT of the Quantities of Corn and Flour, the Produce of this Island, exported to the United Kingdom during the last Five Years, ended the 5th January, and continued to the 21st June 1834, inclusive.

—		WHEAT.	BARLEY.	OATS.	PEASE.	BEANS.	FLOUR.		
YEAR ending—		*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Tons.*	*Barrels.*	*Sacks.*
5 January -	1830	255 $\frac{3}{8}$	128	- -	- -	- -	4 $\frac{3}{4}$	—	—
—	1831	777 $\frac{5}{8}$	98	—	—	—	—	—	—
—	1832	184 $\frac{4}{8}$	190 $\frac{4}{8}$	- -	- -	- -	- -	- -	180
—	1833	31 $\frac{6}{8}$	- -	- -	- -	- -	- -	- -	87
—	1834	1,448 $\frac{7}{8}$	14 $\frac{6}{8}$	- -	- -	- -	- -	- -	252 $\frac{1}{2}$
To 21 June	1834	1,215 $\frac{2}{8}$	20 $\frac{6}{8}$	- -	- -	- -	- -	- -	170

Island of Guernsey.—AN ACCOUNT of the Quantities of Foreign Corn and Flour imported during the last Five Years, ending the 5th January, and continued to 21 June 1834, inclusive.

—		WHEAT.	BARLEY.	OATS.	PEASE.	BEANS.	FLOUR.		
YEAR ending—		*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Tons.*	*Barrels.*	*Sacks.*
5 January -	1830	34,509 $\frac{4}{8}$	9,480 $\frac{2}{8}$	1,472	472	188 $\frac{4}{8}$	- -	983	125
—	1831	17,707 $\frac{5}{8}$	6,712 $\frac{5}{8}$	1,505 $\frac{7}{8}$	178 $\frac{3}{8}$	361 $\frac{4}{8}$	37 $\frac{1}{10}$	6	34
—	1832	10,525	2,653 $\frac{1}{8}$	1,568 $\frac{4}{8}$	81 $\frac{1}{8}$	243	145	- -	892 $\frac{1}{2}$
—	1833	16,456 $\frac{7}{8}$	6,384	3,404	219 $\frac{2}{8}$	262	272	256	296
—	1834	13,271 $\frac{3}{8}$	4,606	2,022	352	187 $\frac{4}{8}$	1 $\frac{1}{4}$	102	721
To 21 June	1834	8,809 $\frac{1}{8}$	2,576 $\frac{1}{8}$	993 $\frac{2}{8}$	136 $\frac{4}{8}$	360	60	408	168

ISLAND OF GUERNSEY.—AN ACCOUNT of the Quantities of FOREIGN GRAIN and FLOUR Exported during the last Five Years, ending the 5th January 1834, and continued to the 28th June 1834.

——	WHEAT.	BARLEY.	OATS.	PEASE.	BEANS.	FLOUR.		
YEAR ending—	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Tons.*	*Barrels.*	*Sacks.*
5 January - 1830	10,791	1,338	6 $\frac{4}{8}$	101	31 $\frac{4}{8}$	- -	609	3,333
— 1831	11,401	1,444 $\frac{3}{8}$	1,207	93	38 $\frac{4}{8}$	- -	184	—
— 1832	6,132	2,566	182	55 $\frac{3}{8}$	50	119	45	298
— 1833	2,598 $\frac{7}{8}$	2,013	37	41	11	6 cwt.	1,784	—
— 1834	55 $\frac{4}{8}$	2,398	13	26 $\frac{4}{8}$	23	- -	2,271	—
Continued to 28 June - 1834	15	65 $\frac{4}{8}$	158 $\frac{4}{8}$	13	- -	- -	100	—

ACCOUNT of the Quantity of WHEAT and BARLEY annually grown in *Guernsey*, taken from the Reports made to the Bailiff of *Guernsey* by the different Rectors of Ten Parishes, of the Tithes received in their respective Parishes, on the average of Five Years, and during the Years 1829, 1830, 1831, 1832, 1833.

PARISHES.	WHEAT, in Guernsey Quarters and Bushels.		BARLEY, in Guernsey Quarters and Bushels.	
Tithes received—	*Qrs.*	*Bush.*	*Qrs.*	*Bush.*
In St. Peter Part - - - - -	23	3	11	–
In St. Sampson - - - - - -	80	–	40	–
In the Vale - - - - - -	45	–	22	2
In the Catel - - - - - -	137	1	74	2
In St. Saviour - - - - - -	138	3	69	3
In St. Peter (du Bois) - - - -	84	–	72	–
In Tortewal - - - - - -	49	2	32	1
In the Forest - - - - - -	74	2	47	2
In St. Martin - - - - - -	169	3	85	3
In St. Andrew - - - - - -	74	–	63	–
	876	2	518	1
The Tithes being the eleventh Sheaf, are multiplied by eleven - - - - - -		11		11
Guernsey Quarters - - - -	9,641	2	5,700	3
The Guernsey Quarter is composed of four bushels; ten of those bushels are equal to eight Winchesters, or the Winchester Quarter	equal to 3,856 Win. Qrs.		equal to 2,850 Win. Qrs.	

N.B.—The bushel of Wheat is struck; the bushel of Barley is heaped. Ten bushels of Wheat are therefore required to be equal to eight Winchesters; whereas eight bushels of Barley are equal to eight Winchesters.

(Errors excepted.)

Guernsey, the 21 June 1834.

Daniel De Lisle Brock,
Bailiff of Guernsey.

	WHEAT.	BARLEY.
	Qrs.	*Qrs.*
GUERNSEY - - - -	3,856	2,850
SARK - - - - -	408	406
ALDERNEY - - - -	331	533
	4,595	3,789

Custom House, Weymouth,
28th July 1834.

Honourable Sirs,

HAVING at length received the promised Returns from Jersey, of the quantity of Wheat and Barley grown on that Island for the last five years, I beg to forward the enclosed, prepared therefrom, as, from the annual average giving an increase of 2,552 quarters of Wheat, and 530 quarters of Barley, the Abstract which accompanied my Report requires to be corrected, and it is for your Honours' consideration how far such increase in the growth is sufficient to call for the substitution of the Account and amended Abstract herewith, in lieu of those attached to my Report of the 19th instant.

I am, &c.

To the Honourable the Commissioners
of His Majesty's Customs.

(signed) *R. Weston.*

AN ABSTRACT, showing the Annual Average of WHEAT and BARLEY grown in the Island of *Jersey* in the past Five Years, and of the Quantity Exported to the United Kingdom, free of Duty, with the like ABSTRACT of FOREIGN GRAIN Imported into and Exported from the said Island, with the Balance remaining on each for the Support or otherwise of its Inhabitants.

	WHEAT.	BARLEY.	FLOUR.	BISCUIT.
	Qrs.	*Qrs.*	*Cwts.*	*Cwts.*
The Annual Average grown on the Island of Jersey in the last Five Years - - - -	12,899	3,227	—	—
The like Annual Average of said Produce exported to the United Kingdom - - - -	1,611	1	22	—
	11,288	3,226	22	—
Flour exported, equal to - - - - -	6	—	—	—
	11,282	3,226	—	—
FOREIGN GRAIN:				
The like Average of Foreign Grain imported into the said Island - - - - - -	20,795	3,680	6,609	638
The like Average of ditto exported for the like period - - - - - - -	3,300	226	4,391	3,699
	17,495	3,454	2,218	3,061
Add 2,218 Cwts. of Flour, as equal to -	630	—		
	18,125	3,454		
Deduct 3,061 Cwts. Biscuit, as equal to -	897	—		
Balance on Foreign Produce - -	17,228	3,454		
Balance of Jersey Produce, brought down	11,282	3,226		
TOTAL remaining for Consumption of the Island - - - -	28,510	6,780		
Population, when taken in 1831, 36,582, and supposed to consume - - - - -	22,292	—		
Surplus - - - - - - - -	6,218	—		

Present Population estimated at 40,000.

JERSEY.—AN ACCOUNT of WHEAT and BARLEY grown on the Island of *Jersey*, in the Years 1829, 1830, 1831, 1832 and 1833.

	WHEAT.	BARLEY.
	Qrs.	*Qrs.*
1829 - - - - - - - -	12,380	3,041
1830 - - - - - - - -	12,319	3,153
1831 - - - - - - - -	13,069	3,126
1832 - - - - - - - -	12,055	3,670
1833 - - - - - - - -	12,675	3,148

ACCOUNT of the Quantity of Wheat and Barley annually grown in the Island of *Sark*, in the Bailiwick of *Guernsey*; the said Account made from that of the Average Receipt of the Tithes during the last Five Years, as produced by *Peter Le Pelly*, Esquire, Seigneur of *Sark*, and Proprietor of the said Tithes.

TITHES received in the Years	Guernsey Quarters, WHEAT.	AVERAGE of Five Years.	Guernsey Quarters, BARLEY.	AVERAGE of Five Years.
1829 - -	101	- - -	80	—
1830 - -	86	- - -	82	—
1831 - -	95	- - -	84	—
1832 - -	126	- - -	95	—
1833 - -	103	- - -	66	—
	511	102 Qrs. Wheat	407	*Qrs.* *Bush.* 81 1 Barley.
The Tithe in Sark being the tenth sheaf, multiply by 10 -		10	- - -	10
The Guernsey Quarter is composed of four bushels, and ten of those bushels of Wheat are equal to one Winchester quarter.		1,020 Guernsey Qrs equal to 408 Winchester Qrs. Wheat.		812 2 equal to 406 qrs. 2 bush. Winchester Qrs. Barley.

N. B.—The bushel of Wheat is struck, the bushel of Barley is heaped; thence ten bushels of Wheat are required, and only eight bushels of Barley, to be equal to the Winchester quarter.

(Errors excepted.)

Guernsey, 26th June 1834.

Daniel De Lisle Brock,
Bailiff of Guernsey.

RETURN of Corn grown in the Island of *Alderney*, computed from the Produce of Tithes paid thereon, for Five Years, 1829 to 1833, and calculated from the *Alderney* Measure into *Winchester* Quarters.

YEARS.	WHEAT.	BARLEY.	VETCHES.	OATS.	REMARKS.
	Qrs.	*Qrs.*	*Qrs.*	*Qrs.*	
1829 - -	270	557	50	27	In the year 1831, about eight hundred acres of land, formerly in common, was divided between the inhabitants of the Island, which has increased considerably the culture of Corn, as will appear by the produce of the years 1832 and 1833.
1830 - -	271	531	51	34	
1831 - -	228	558	42	28	
1832 - -	460	520	48	70	
1833 - -	426	522	30	46	
1-5th -	1,655	2,688			
	331	537 $\frac{3}{5}$			

Alderney, 1st July 1834.

John Gaudion,
King's Procureur of Alderney.

AN ABSTRACT, showing the Annual Produce, on an Average of Five Years, of Wheat and Barley grown in the Bailiwick of *Guernsey*, being the two Descriptions of Grain exported to the United Kingdom free of Duty, as well of Foreign Grain Imported into and Exported from the said Island, with the Balance remaining on each for the Support of its Inhabitants or otherwise.

	WHEAT.	BARLEY.	FLOUR.		
	Quarters.	*Quarters.*	*Tons.*	*Barrels.*	*Sacks.*
The annual Average of Wheat and Barley grown in the Bailiwick of Guernsey, for the last Five Years - - - - - - -	4,595	3,789	—	—	—
The like annual Average of said Produce exported to the United Kingdom for like period	539	86	1	10	103
	4,056	3,703			
Flour exported equal to - - - -	82	—			
Balance left - - -	3,974	3,703			
Foreign Grain :					
The like annual Average of Foreign Grain imported into the said Island - - -	18,494	5,967	91	497	413
The like annual Average of Foreign Grain exported for the past Five Years - -	6,374	1,951	27	978	706
	12,120	4,016	64	479	293
Add 64 Tons Flour, equal to - -	363	—			
	12,483	4,016			
Flour exported equal to - - -	432	—			
Balance of Foreign Grain left -	12,051	4,016			
Balance of Guernsey Produce brought down - - - -	3,974	3,703			
Total Quantity remaining for the Consumption of the Island, on an average of Five Years; Population of which in 1831 was 26,128 -	16,025	7,719			

Island of Jersey.—AN ACCOUNT of the Quantities of Corn and Flour, the Produce of this Island, exported to the United Kingdom during the last Five Years, ended 5th January 1834, and to the 21st June 1834 inclusive.

PERIODS.		WHEAT.	BARLEY.	OATS.	PEASE.	BEANS.	FLOUR.	BISCUIT.
Years ending—		*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Cwts.*	*Cwts.*
5 January -	1830	64 $\frac{6}{8}$	—	—	—	—	—	—
—	1831	904 $\frac{4}{8}$	1 $\frac{4}{8}$	—	—	—	—	—
—	1832	1,233 $\frac{2}{8}$	- -	- -	- -	– $\frac{5}{8}$	—	—
—	1833	1,873	—	—	—	—	—	—
—	1834	3,983	- -	- -	– $\frac{6}{8}$	- -	110	—
From 5 Jan. to 21 June	1834	1,951	—	—	—	—	—	—

85/-

Island of Jersey.—AN ACCOUNT of the Quantities of Foreign Corn and Flour Imported during the last Five Years, ended 5th January 1834, and to the 21st June 1834, inclusive.

PERIODS.	WHEAT.	BARLEY.	OATS.	PEASE.	BEANS.	FLOUR.	BISCUITS.
Years ending—	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Cwts.*	*Cwts.*
5 January - 1830	15,695	5,742	1,614	238	390	7,927	1,007
— 1831	24,983	3,083	1,142	312	1,024	2,754	255
— 1832	16,183	2,911	1,863	202	164	12,028	644
— 1833	21,498	3,292	1,991	157	172	9,524	594
— 1834	25,616	3,372	1,709	107	351	812	693
Quarter ending—							
5 April 1834 - -	4,199	1,562	588	37	338	79	2
To the 21 June 1834	6,026	417	1,550	10	418	465	226

Island of Jersey.—AN ACCOUNT of the Quantities of Foreign Corn, Flour and Biscuit exported during the last Five Years, ending 5th January 1834.

PERIODS.	WHEAT.	BARLEY.	OATS.	PEASE.	BEANS.	FLOUR.	BISCUIT.
Years ending—	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Qrs.*	*Cwts.*	*Cwts.*
5 January - 1830	2,631	137	- -	13	2	2,290	3,854
— 1831	6,232	376	925	121	5	3,802	5,808
— 1832	2,505	457	84	75	4	2,320	2,119
— 1833	3,283	4	25	28	- -	5,049	1,342
— 1834	1,849	156	72	33	- -	8,495	5,376

Island of Jersey.—GENERAL RETURN, showing the Proportion of Land in the Island of *Jersey*, now under cultivation of Wheat and Barley, the Average Produce per Acre, and the Total Quantity of Wheat and Barley at that Average, which the Island may be expected to produce from the Crop of 1834.

PARISHES.	WHEAT LAND Under Cultivation of a Crop of Wheat.									BARLEY LAND Under Cultivation of a Crop of Barley.									
	EXTENT in JERSEY Land Measure.		TOTAL NUMBER of ACRES in English Land Measure, $2\frac{1}{4}$ Vergees being equal to an Acre.				Average Produce of an Acre at the rate of 30 Cabots per Vergee.	TOTAL Quantity of Wheat, which the Land under Cultivation is expected to produce.		EXTENT in JERSEY Land Measure.		Total Number of Acres in English Land Measure, $2\frac{1}{4}$ Vergees being equal to an Acre.				Average Produce of an Acre at the rate of 30 Cabots per Vergee.	Total Quantity of Barley which the Land under Cultivation is expected to produce.		
	Vergees.	*Perches.*	*Acres.*	*Roods.*	*Rods.*	*Feet.*	*Bushels per Acre.*	*Quarters.*	*Bushels.*	*Vergees.*	*Perches.*	*Acres.*	*Roods.*	*Rods.*	*Feet.*	*Bushels per Acre.*	*Quarters.*	*Bushels.*	
St. Peter	667	6	-	-	-	-	-	-	-	159	29	—				—	—		
St. Ouen	652	35	-	-	-	-	-	-	-	387	16	—				—	—		
St. John	558	3	-	-	-	-	-	-	-	43	10	—				—	—		
St. Mary	401	14	-	-	-	-	-	-	-	57	24	—				—	—		
Gronville	406	23	-	-	-	-	-	-	-	59	6	—				—	—		
St. Clement	289	24	-	-	-	-	-	-	-	60	32	—				—	—		
St. Brelade	336	25	-	-	-	-	-	-	-	155	35	—				—	—		
St. Martin	483	19	-	-	-	-	-	-	-	116	5	—				—	—		
Trinity	581	20	-	-	-	-	-	-	-	226	24	—				—	—		
St. Saviour	451	27	-	-	-	-	-	-	-	87	25	—				—	—		
St. Laurens	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-- No statement of ground under cultivation of Wheat and Barley received from these parishes.
St. Helier	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	
Total Number of Vergees in Wheat	4,828	6																	
Total Number of Acres in Wheat			2,146	–	28	242													
Average Produce of an Acre, at 30 Cabots per Vergee							$4\frac{23}{28}$												
Total Quantity of Wheat which the Land is expected to produce								10,347	4										
Total Number of Vergees in Barley										1,354	6								
Total Number of Acres in Barley												601	–	12	120				
Average Produce of an Acre, at 30 Cabots per Vergee																$4\frac{23}{28}$			
Total Quantity of Barley which the Land is expected to produce																	2,897	–	

(signed) *Wm Thornton,*
M. G. and Lt Govr.

AN ABSTRACT, showing the Annual Produce, on an Average of Five Years, of WHEAT and BARLEY grown in the Island of *Jersey*, being the Two Descriptions of Grain Exported to the United Kingdom, free of Duty, as well of FOREIGN GRAIN Imported into and Exported from the said Island, with the Balance remaining on each for the Support of its Inhabitants or otherwise.

	WHEAT.	BARLEY.	FLOUR.	BISCUIT.
	Qrs.	*Qrs.*	*Cwts.*	*Cwts.*
The annual Average of Wheat and Barley grown in the Island of Jersey for the past Five Years	10,347	2,897	—	—
The like annual Average of said Produce exported to the United Kingdom for the like period -	1,611	1	22	—
	8,736	2,896	22	—
Flour exported, 22 Cwts. equal to - - -	6	—	—	—
Balance left - - -	8,730	2,896	—	—
FOREIGN GRAIN:				
The like annual Average of Foreign Grain imported into the said Island - - - - -	20,795	3,680	6,609	638
The like annual Average of ditto, exported for the like period - - - - - -	3,300	226	4,391	3,699
	17,495	3,354	2,218	3,061
Add 2,218 Cwts. Flour, equal to - - -	630	—	—	—
	18,125	3,354	—	—
Deduct 3,061 Cwts. Biscuit, equal to - -	897	—	—	—
Balance of Foreign Grain left - - - -	17,228	3,354	—	—
Balance of Jersey Produce brought down - -	8,730	2,896	—	—
TOTAL Quantity remaining for the consumption of the Island, on an Average of Five Years; Population of which is estimated at 40,000; when taken in 1831, 36,582.	25,958	6,250	—	—

ISLE OF MAN, &c. (CORN TRADE.)

REPORT

OF THE

COMMISSIONERS of HIS MAJESTY'S CUSTOMS respecting the CORN TRADE in the *Isle of Man*, including also, the Islands of *Guernsey* and *Jersey*; dated 29th July 1834.

(*Mr. Baring.*)

Ordered, by The House of Commons, *to be Printed*
23 *March* 1835.

74.

COTTON AND SUGAR.

RETURN to an Order of the Honourable The House of Commons,
dated 22 July 1835;—*for*,

A RETURN of the OFFICIAL and DECLARED VALUE of COTTON MANUFACTURES, COTTON YARN, and REFINED SUGAR Exported from *Great Britain* from 5th January to 5th July 1835.

	Cotton Manufactures, Cotton Yarn, and Refined Sugar Exported from the United Kingdom from 5th January to 5th July 1835.		
	DECLARED VALUE.		
	£.	*s.*	*d.*
Cotton Manufactures	8,196,947	–	–
Cotton Yarn	2,641,358	–	–
Refined Sugar	420,360	–	–

Note.—A Statement framed in exact conformity with the Order of the Honourable House cannot at present be rendered; the detailed Returns showing the quantities of the various Articles exported on which the computation of Official Value is founded, not having yet been received from the Ports for the complete half-yearly period.

To avoid delay, therefore, the foregoing Account, compiled from Returns on a more contracted plan, and exhibiting the Declared Value only of the Goods in question, is respectfully submitted.

Inspector General's Office
Custom House, London,
31 July 1835.

WILLIAM IRVING,
Inspector General of Imports and Exports

COTTON AND SUGAR.

RETURN of Official and Declared Value of Cotton Manufactures, Cotton Yarn, and Refined Sugar Exported from *Great Britain.*

(*Mr. Baring.*)

Ordered, by The House of Commons, *to be Printed,*
4 *August* 1835.

471.

MR. KYAN'S PATENT.

RETURN to an Order of the Honourable The House of Commons, dated 8 July 1835;—*for*,

COPY of the REPORT from the COMMITTEE appointed to investigate *Mr. Kyan*'s PATENT for the Prevention of the DRY ROT.

Admiralty, 9 July 1835. C. WOOD.

MEMORANDUM from the Lords Commissioners of the Admiralty for the Commissioners of Inquiry on Mr. *Kyan*'s Process.

1. To inquire into its general efficacy.
2. To examine and ascertain the accuracy of former certificates attached to some of the specimens which will be produced, as having passed through the fungus pit, formerly at Woolwich, as reports have been circulated that there have been some irregularities in those certificates.
3. To inquire into its alleged power of superseding the usual length of time for seasoning.
4. To inquire into the strength of the solution, with a view to the expense of the process upon a large scale.
5. To inquire into the mechanical modes of immersing large pieces of timber; also with a view to the increased expense of labour.
6. To inquire *particularly* into the salubrity of the process, both to the workmen employed whilst the ship is building, and more especially as to its effects upon *the health of the people on board;* its effects, if any, upon provisions, &c. &c. placed in contact with the wood which has been prepared.
7. Statements have been made respecting the increased purity of the bilge-water; if so, inquiry should be made whether that may not furnish ground for thinking that the exhalation from the wood when moist, *may* affect health.
8. It is particularly recommended, that if any ship has been finished with prepared timber, and is now to be seen, some gentlemen of the Commission should inspect it, and inquire if possible, from the persons who may have lived on board.
9. The Commissioners are empowered to examine any person connected with the King's Yards, and are recommended not to confine their inquiries to them, but to examine any private builders, or others who may be likely to give information.
10. As it may not be possible within a reasonable time, to make experiments for the satisfaction of the Commissioners, they will avail themselves of the statements of those already made, if any, by practical gentlemen of science whom they may think fit to call upon.
11. To inquire *particularly* whether it is *possible* that the quantity of mercury employed in the process, could salivate the crew.
12. Their Lordships will allow to the Committee a room for meeting, and the assistance of a Clerk, if they should require it.

9th June 1835.

THE Commissioners appointed by the Lords Commissioners of the Admiralty, for inquiring into Mr. Kyan's process for the prevention of Dry Rot in Timber, &c. by means of a solution of corrosive sublimate, having completed the investigation of the subject, so far as the present information and facts connected with it have allowed, and with a special reference to the several points of inquiry, contained in the Memorandum accompanying their Lordships' letter of the 11th April last, beg to submit the following observations, in the order suggested by the said Memorandum, as the result of their inquiry; together with the Minutes of the Evidence which they have taken.

1st. *As to the general efficiency of the process.*

With reference to this first head of inquiry, embracing timber, canvas, and cordage, the Commissioners beg to represent the extreme difficulty, which must ever attend the arriving at a satisfactory conclusion, from any but *comparative* experiments; and in the present instance such experiments (from the unwillingness of those who have confidence in the process to use any but prepared materials) have been very limited in number. The principal experiment, and which has been subjected to the longest test of time, was one made at Woolwich on a block of oak, which was placed in the fungus pit, and remained there three years without being in the slightest degree affected; but unfortunately no corresponding piece of unprepared oak was put in at the same time; it appearing to be the general opinion of the persons who constructed that pit, and had the superintendence of the experiments made in it, that no unprepared wood, or wood which had been subjected only to the ordinary process of seasoning, could resist the decaying effects of the pit; and therefore it was not customary to place such pieces by way of comparison.

At the end of the three years alluded to, this block of wood was removed from the pit, and remained, it is believed, in some one of the lofts of the Dock-yard, for about fifteen months, when it was replaced with two other pieces of oak, one prepared and one not prepared, and at the end of two years more, when these pieces and the block were removed from the pit, the unprepared piece only showed symptoms of decay, the block having then undergone a trial of five years in the fungus pit; and it should be observed that during this trial, it does not appear that any part of the external surface of the block had been removed in any way.

The block above alluded to, has been the subject of two contradictory reports to the Admiralty, and the fungus pit it will be seen, has been the subject of much contradictory evidence before the Commissioners, but the above appears to be the correct statement of facts, and it is with much regret and some surprise, that the Commissioners have noticed the singular inaccuracies in the evidence given before them on this subject.

The next strictly *comparative* experiment brought under the notice of the Commissioners, was one made under the superintendence of Colonel Sir John May, in the Ordnance Department at Woolwich, on pieces of canvas and cordage, prepared and unprepared. This experiment appeared to have been conducted in a careful and intelligent manner, and proved most satisfactorily the advantage of Mr. Kyan's process on those two substances, the unprepared being in a state of partial decay, while the prepared were evidently in a perfectly sound state; all having been exposed for about eighteen months, to the effects of damp and mildew in a situation under the floor of the old Cadet Barrack Hall at Woolwich.

The next *comparative* experiment was one made on several pieces of wood of various kinds, as lime, poplar, oak, &c. and also on various sorts of cloth fabrics, such as calico, linen, muslin, &c. by order of the late Admiral Dundas, when one of the Lords of the Admiralty.

The solution was prepared under his inspection, and the materials dipped and placed with corresponding pieces, in a damp cellar, at the Admiralty, and when brought before the Commissioners 15 months afterwards, all the pieces of unprepared wood showed more or less decay, while the prepared remained perfectly sound, as did the prepared cloths, while the unprepared were in a state of complete decomposition.

The next *comparative* experiment presented to the Commissioners, was with reference to the protection afforded by the process against the ravages of the pin-worm.

Two piles of oak, and two of fir were driven as a part of Margate Pier, one of each prepared and the others unprepared. They have been down about 15 months, and it appears, that the prepared piles are comparatively very little affected, while the others exhibit the usual destruction occasioned by this worm.

The borer, or large worm, however, had apparently attacked them all. Another comparative experiment of the same nature at Sheerness, instituted and reported upon by Mr. Mitchell, an officer in the Dock-yard there, exhibited nearly the same results.

The last comparative experiment brought under the notice of the Commissioners, was made by Mr. Richards, a wine-merchant, in Wellington-street, Waterloo-bridge. It consisted of weights suspended by cords in damp cellars, and showed that the unprepared cords decayed very rapidly, while the prepared remained sound, and supported the weights attached to them, to the present time.

The Commissioners have examined Sir Robert Smirke, and other private individuals, who have used the process on timber; but none of their experiments have been so strictly comparative as the Commissioners could have wished, and therefore, they do not refer more particularly to them in their Report; but in no case does it appear that the prepared timber has shown any symptoms of decay.

The result of the comparative experiments, as far as they go, which have been brought under the notice of the Commissioners, inclines them to believe, that external protection is afforded by Mr. Kyan's process, and that it therefore would be found sufficient for canvas and cordage, and for wood under certain circumstances; but it cannot be denied, that the extent of the general efficacy of the process, as regards large timber, must depend upon the fact of penetration or non-penetration, or of some internal influence proceeding from the exterior, of which no evidence has been offered to the Commissioners. The experiments made by the Commissioners at Somerset House, indicate a definable penetration of the mercury to a very limited extent, as will be seen by reference to the Minutes of Evidence accompany this Report; but the Commissioners are not agreed, as to whether this fact disproves the possibility of any interior effect, of any kind, being produced upon large timber by the process.

2d. *As to the accuracy of Certificates attached to some of the Specimens, which passed through the Fungus Pit at Woolwich.*

These specimens have been produced, with the certificates attached to them, stating, that they were the parts of the block (before alluded to) taken out of the pit at Woolwich, the 19th July 1833, and divided into three pieces, in the presence of the parties who signed the certificates, that the said block was found to be in a sound and healthy state, and perfectly free from insects, and from any appearance or symptoms of dry rot or decay.

There is no reason whatever to question the accuracy of these certificates. Captain Warren and Mr. Abethel have identified their signatures affixed to them, in the presence of the Commissioners, and have re-asserted the correctness of the statements in the certificates.

3d. *As to its alleged power of superseding the usual length of time for seasoning Timber.*

All the persons examined, who have used the prepared wood, are of opinion, that the process renders the ordinary length of time for seasoning timber unnecessary. Sir Robert Smirke, however, thinks that while timber of large scantling may be used the sooner for it, still it would not supersede the usual length of time for seasoning wood for joiner's work. An experiment shown to the Commissioners at the yard of Messrs. Baker, tends to confirm this latter opinion.

Three panels had been prepared purposely, to exhibit the comparative shrinking of three pieces of the same kind of deal: the first, which was of unseasoned wood, had shrunk considerably; the second, which had been seasoned by drying on Messrs. Baker's plan, exhibited no contraction whatever; the third, which had been prepared by Mr. Kyan's process, had shrunk by far the most.

4th. *As to the strength of the Solution, with a view to the Expense.*

There has been great inconsistency in the statements made to the Commissioners on this point.

The solution for the experiment at Somerset House consisted of 224 lbs. of corrosive

corrosive sublimate, to 1,062 gallons of water, being rather more than 1 lb. of corrosive sublimate to 5 gallons of water; and, according to the last statement of the patentee on the point, the solution should be formed in the proportion of 5 gallons of water to 1 lb. of corrosive sublimate, which, at the time of the experiment at Somerset House, was 3 *s.* 7 *d.* per lb.

It was stated by Mr. Kyan, and the superintendents of the yard at the Grosvenor Basin, that the solution loses none of its strength, and becomes in no way altered by the immersion of the timber; that it diminishes in bulk by absorption, but the remainder is of the same strength as when first prepared.

At this yard, it is the practice to replenish the waste by fresh solution of the usual strength; and the greater part of the solution in the tank, at the time of the visit of the Commissioners, was stated to have been in use some years.

Two bottles of the solution used for the experiment at Somerset House were sent to Professor Faraday, one having been filled before the immersion of the timber, and the other afterwards; and he has stated, that they contain the same proportions of corrosive sublimate in solution.

On the point of expense, it may be proper to observe, that the additional cost of building the Samuel Enderbey, a ship of 420 tons, entirely of the prepared timber, was 240 *l.*; and it appears that the Board of Admiralty have agreed to pay Mr. White at the rate of 15 *s.* a load extra for such as may be used in the construction of the Linnet.

5th. *As to the mechanical modes of immersing large pieces of Timber; also with a view to the increased expense of Labour.*

The operation of placing timber in the tanks for immersion at the two yards visited by the Commissioners, viz. Mr. Kyan's and Messrs. Bakers, and of taking it out, is performed wholly by manual labour. Plank and board appear to be principally submitted to the process at those places; but the Commissioners apprehend, that the immersing of large pieces of timber would require nothing beyond the ordinary mechanical means, at present in use at the dock-yards, for moving timber.

6th. *As to the salubrity of the Process, both to the workmen employed whilst the Ship is building, and especially as to its effects upon the health of the people on board, after she is finished; its effects, if any, upon Provisions, &c. &c. placed in contact with the Wood which has been prepared.*

The Commissioners are disposed to consider the evidence to be satisfactory as to the process having produced no ill effect on the health of the workmen, who have used the prepared timber for ship-building, or other purposes. It was, however, stated by Mr. Kyan's principal man employed in preparing the solution at Somerset House, that persons have, in one or two instances, felt a little nausea in the stomach, while mixing the solution with hot water, for which the white of an egg was administered as the antidote; and, it is obvious, that without great caution, serious consequences might ensue from the use of the process.

With regard to its effects on the health of a ship's crew, the Commissioners observe, that the Samuel Enderbey, which was completely built with prepared timber last year, sailed last October for the South Seas, and in three accounts received from apprentices on board her, (none others have come to hand,) one of which was dated lat. 3° S., long. 24° 30′ W., the crew were mentioned as being "all well."

Another ship, the John Palmer, was extensively repaired in the autumn of 1833, with new timbers and new topsides from the light-water mark; the interior was also new from the lower deck upwards; and the whole of the timbers used for these works, as also the plank for the men's fitted sleeping berths, were prepared on Mr. Kyan's plan. Two accounts received from the master since she sailed, one dated on the Line, and the other from the Straits of Timor, state that the crew were all well.

With respect to the effects upon provisions, &c., placed in contact with the wood prepared by the process, the Commissioners have been able to procure no evidence; but they are inclined to believe, that it would be desirable to avoid any risk, by placing provisions in direct contact with wood so prepared.

Ropes and sails, if prepared on this process, being much handled by seamen, the Commissioners would suggest the propriety of the raw material of both being first submitted to the mercurial solution, and then well washed, prior to being manufactured.

7th. *As to the alleged increased purity of the Bilge-water, and if so, whether there may not be ground for thinking that the exhalation from the wood when moist, may affect Health.*

The only account which the Commissioners have been able to obtain of the state of the bilge-water, in a ship built of timber prepared after this process, is that some was pumped out of the Samuel Enderbey, in the Thames, and at Cowes, last autumn, and that it was "perfectly sweet."

8th. *As to the inspection of a Ship finished with Prepared Timber, and the inquiry to be made of persons who may have lived on board.*

No opportunity has been afforded to the Commissioners of visiting either the Samuel Enderbey, or the John Palmer, (the only two vessels, with the Linnet now building, in which prepared timber has been used,) both being at present in the South Seas.

9th. *As to the possibility that the quantity of Mercury employed in the process could salivate the Crew.*

With regard to this head of inquiry, as far as the Commissioners understand the question, they beg to refer to the observations they have already made on the salubrity of the process.

(signed) *John Hayes.*
George Birkbeck.
T. F. Daniell.
A. Copland Hutchison.
Benjamin Rotch, junior.

MINUTES of Evidence on Mr. *Kyan*'s Anti Dry Rot Process.

15th April 1835.—The Commissioners appointed to inquire into Mr. Kyan's process for preventing Dry Rot, met at the Admiralty, Whitehall; Present, Captain John Hayes, Chairman; B. Rotch, Esq., Professor Daniell, Dr. Birkbeck, and A. C. Hutchison, Esq.

1. Read Board's Instructions to the Commissioners, as to the points to which they are to direct their inquiries.

2. Submitted to the Board whether the inquiry is to be confined to timber, or to include canvas and cordage, the process being stated to be applicable to these latter articles.

The Board directed the "inquiry to be general into canvas and cordage, as well as timber."

(signed) *G. R. Dawson.*

3. Mr. Kyan having been called in, and desired to state particulars in regard to the nature of his process, and the experiments to which it had been submitted, made a detailed statement on the subject. See Paper (A.) in the Appendix.

Adjourned to 18th April. (signed) *J. Hayes*, Chairman.

18th April.—The Commissioners met in pursuance of adjournment on the 16th instant; Present, Captain Hayes, Chairman; B. Rotch, Esq., Professor Daniell, and A. C. Hutchison, Esq.

1. The minutes of the proceedings of the 16th instant were read.

2. Mr. Kyan was then called in, and requested to continue his statement of the trials which had been made of his process. These were accordingly detailed by him, and specimens produced of wood, calico, canvas, and cord. See Paper (A.) in the Appendix.

3. Mr. Kyan having concluded his statement, asked whether his solicitor might attend the inquiry of the Commissioners. Mr. Kyan withdrew, and on being recalled, was informed that the Commissioners did not consider the presence of his solicitor at all necessary.

4. The whole of the correspondence between Mr. Kyan, the Navy Board, and the Admiralty, was read.

5. The evidence of Captain Warren, and the master shipwright at Woolwich yard, in regard to the experiments tried at that yard, being considered necessary, the Chairman communicated the same to the Board, and their attendance at one o'clock on the 20th instant, was ordered accordingly.

Adjourned to 20th April.

(signed) *J. Hayes*, Chairman.

The Commissioners met on the 20th April; Present, Captain Hayes, Chairman; B. Rotch, Esq., Professor Daniel, and A. C. Hutchison, Esq.

1. Read minutes of proceedings on the 18th instant.

2. Read letter of 27th May 1833 to Captain Superintendent Warren, directing him to call on the officers to report on the state of the timber and canvas in Woolwich yard, under a trial of Mr. Kyan's process.

3. Read clauses in contract of 25th August 1834, with Mr. White of Cowes, for building the Linnet, giving a discretionary power to the Lords Commissioners of the Admiralty as to the use of timber prepared on Mr. Kyan's plan in constructing the said vessel, and fixing 15*s.* a load as the additional price for such timber.

4. Captain Warren, superintendent of Woolwich yard, having been called in, presented a Paper, marked in the Appendix (B.), giving an account of the different periods when pieces of timber, prepared by Mr. Kyan, were put in and taken out of the capstan hole or pit at Woolwich. He also stated that he had this morning directed the master shipwright to take out the prepared and unprepared pieces of wood from the side of the Ethalion, which would be produced to the Commissioners.

5. Mr. Lang, master shipwright of Woolwich yard was called in. He stated, that he had never himself seen any timber which had decayed in the pit at Woolwich; but he understood that experiments had been made in his predecessor's time, Mr. Canham, 13 or 14 years ago. He presented a Statement, marked in the Appendix (C.), of the report of 29th May 1833, made by him and Mr. Abethel to Superintendent Warren, on the pieces of timber in the pit; as also of the dates when the cube [*block prepared by Mr. Kyan*] was put in and taken out of the pit, and when the pieces were put in and taken out of the side of the Ethalion. He produced two pieces of prepared, and two pieces of unprepared oak, which had been put into the defective timbers of the Ethalion in August 1831. One of the unprepared pieces, he stated, had been coated with coal-tar at Mr. Kyan's request; another piece of prepared oak, with an unprepared piece of the same size, was produced, which had been put into the said ship's defective wales at the same time. He recollected having pointed out to Mr. Rotch pink spots on the pieces taken out of the dry dock as incipient dry rot. He also mentioned experiments which had been made by Mr. Lukin at Woolwich yard, and on the Queen Charlotte, to prevent dry rot by * mercurial preparations; and is of opinion that there has been but little dry rot in the ships built under cover. He thinks it would be desirable to prevent the rents to which timber is liable in seasoning.

6. Request sent to the Board to direct Mr. Abethel's attendance to-morrow.

7. Read letter from Mr. Pearson, respecting the prepared timber laid down in the hall of his father's house at Greenwich; also a letter from Mr. Farrell, architect in Dublin, dated 8th April 1834, stating that the prepared specimens in his possession, cut off from those at Woolwich, preserved all their toughness, and the unprepared had nearly mouldered into powder.

Adjourned to 21st April.

(signed) *John Hayes*, Chairman.

21st April 1835.—The Commissioners met in pursuance of adjournment on the 20th instant; Present, Captain Hayes, Chairman; B. Rotch, Esq., Professor Daniel, and A. C. Hutchison, Esq.

1. Read minutes of proceedings on the 20th instant.

2. Read a note from Mr. Lang, stating that the pieces [prepared by Mr. Kyan] were put into that part of the dock at Woolwich which was filled up soon after.

3. Mr. Abethel, master shipwright's assistant at Woolwich, having been called in, was asked if he had ever noticed the effect of the fungus pit at Woolwich, and replied in the affirmative; that it never destroyed timber, or anything approaching to it. He spoke from four years experience. He recollects specimens of calico being taken out of the pit; and thinks the prepared pieces were partially destroyed, and the unprepared completely so. Fungus, he thought, could not be on timber without incipient surface decay, but all dry-rot timber does not exhibit fungus on the surface. Was present at the taking out of the pieces from the Ethalion. In the wale-pieces the indications of approaching decay were stronger in the prepared than in the unprepared piece. The surface, which had been placed

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* The Commissioners have ascertained, by published documents, that this is an error.

in contact with the rotten timber, was sound in both pieces; the outer surface of both had been covered with green elm, with space to admit wet. The four pieces in contact with the timbers of the ship were all sound; but there was a slight appearance of fungus in one of the prepared pieces. The progress of decay in the Ethalion had, in his opinion, been retarded by the whitewashing and ventilation for cholera. The coal tar, he thinks, was put on the pieces at Mr. Lang's request.

4. The Commissioners agreed to adjourn to Friday the 24th instant, and to request the attendance of Sir R. Smirke and Mr. Rennie, on that day. Mr. Kyan was also desired to procure the attendance of Mr. Barrie, the architect; Mr. Butler, the clerk of the works at Westminster new bridewell; Mr. Warner, and Mr. Richards on that day.

5. The Commissioners proceeded to the Grosvenor Basin, Pimlico, to examine a timber-yard belonging to Mr. Kyan. They were shown a tank, in which pieces of timber were about to be placed to undergo Mr. Kyan's preparation. It contained some of his solution, which, when taken out in a glass, had a milky appearance. Mr. Kyan, and the superintendents, stated, that the solution lost none of its strength, and in no way became altered by the immersion of the timber. It lost in bulk by the absorption, but the remainder was of the same strength as when first prepared. They are in the habit of supplying the waste by additions of fresh solution of the required strength; but the greater part of the solution then in the tank had been in use for some years. They judged of the strength of the solution by the application of a glass hydrometer. Some of the persons in the yard stated, that the quantity of corrosive sublimate employed was one pound to five or six gallons of water, others one pound to eight gallons, and finally, they said that it was of the strength required by Mr. Kyan. The solution had a slight metallic taste, and was blackened by testing it with hydro-sulphuret of ammonia. It did not discolour a very diluted solution of indigo, and had no pungent smell. The Commissioners then examined a piece of beech wood, which, it was stated, had been exposed to the action of the solution in the tank many months. It was not more than two inches thick. Upon being split, hydro-sulphuret of ammonia was applied to the fresh surface; but no change took place. Some of the test was applied to the exterior surface, and was immediately blackened. It was stated that beech absorbed more of the solution than any other wood; another piece was then cut off a thick beech plank which had been prepared: its dimensions were 11 inches by 8 ½ inches and 3 inches. Upon applying the test all over the fresh-cut surface, a black rim of the depth of about one-eighth of an inch was formed all round the edge, except where the bark remained on; but no change was apparent in the interior, except in the vicinity of a fissure, where a slight blackening took place. Mr. Kyan expressed an opinion that beech wood must have produced some specific effect upon the solution, which prevented the usual action of the test. A piece was next cut off a deal which had been prepared: dimensions one foot wide and two inches thick. The action of the test was nearly similar to that in the last instance. A very narrow black rim was formed round the edge, but no change was produced in the interior: on the exterior surface it was instantly blackened. Mr. Kyan produced, from a damp cellar, two pieces of poplar, cut one out of the other, which had been covered with rubbish. One piece was prepared, the other not. The latter was in a very moist soft state, and showed incipient decay: the former was dry and sound,—a piece was cut out of it, and the test applied to the interior surfaces, which were instantly blackened by it.

The Commissioners then proceeded to the timber-yard of Messrs. Baker, Bankside, Lambeth. They were shown a tank in which were various pieces of timber just ready to be taken out, after having been submitted to Mr. Kyan's solution. The colour of the solution was very dark, and it had been in use for 1 ½ year, with an occasional supply in lieu of the quantity which had been absorbed. The surface of the timber in the tank was covered with a grey precipitate, resembling the sulphuret of some metal. A piece of African oak was cut off a long spar, which had been prepared some months back: it was two feet long and about four inches square. Upon applying the test, no change took place except upon the exterior edge, and certainly not extending to the depth of one-tenth of an inch. A piece of deal, which had been immersed the proper period, was then taken out of the tank, carefully dried on the outside and sawn asunder, when the interior appeared to be perfectly dry. The test was applied to the fresh-cut surface, and exhibited the same appearances as before. The Commissioners were then shown three panels, which had been prepared, to exhibit the comparative shrinking of three specimens of the same kind of deal. The first was unseasoned wood; the second had been seasoned by drying on Messrs. Bakers' plan; the third had been prepared by Mr. Kyan's process. The second exhibited no contraction whatever; the first had shrunk considerably; the third had shrunk by far the most. The Commissioners were next shown some specimens of oak from a close damp hole. One unprepared, showed some fungus on the surface, but was still perfectly hard and sound; a second, prepared long since, had no fungus, and was also sound. The latter, upon being sawn asunder had the test applied, but exhibited no change upon the fresh surface. One exterior surface was blackened, but the other, upon which were the marks of a saw, was unchanged.

All these trials were made in Mr. Kyan's presence.

(signed) *John Hayes*, Chairman.

24th April 1835.—The Commissioners met in pursuance of adjournment on the 21st instant; Present, Captain Hayes, Chairman; B. Rotch, Esq., Professor Daniell, and A. C. Hutchison, Esq.

1. Read minutes of proceedings on the 21st instant.

2. Sir Robert Smirke having been called in, stated, that in several buildings erected by him, timber prepared on Mr. Kyan's plan had been used. Is not aware of the proportion of the corrosive sublimate to the water, the solution having been prepared by Mr. Kyan; he thinks the mercurial preparation penetrates the timber; prepared timber has been used by him more that two years and a half; cannot say as to the efficacy of the process in preventing dry rot in timber generally; he has tried it in English oak, and has not succeeded in decomposing other woods in which it has been used. Thinks it will not supersede the usual length of time for seasoning timber for joiners' work, but timber of large scantlings may be used the sooner for it. Timber in his opinion is not reduced in strength by the process; he is not prepared to say to what extent the mercury penetrates the timber; has tried no experiment as to the extent. Two years and a half ago he took two pieces of poplar, eight or nine inches long and one inch thick, one prepared, the other not; he put them for the first six months in a damp place, for the next six months in a dung-heap, and for the third six months in a garden-bed, which was watered by his gardener with the flowers; the piece not tanked is completely rotten, the other is sound. In 1825 he put some English oak paling to a house on Stanmore Hill, which was completely gone in four or five years; he replaced it in the autumn of 1832 with prepared unseasoned yellow pine, which remains quite sound; some yellow pine paling put up the year before, unprepared, began to fail in a year, and is now quite gone. In the Temple, the fir linings to the basement story of a house, were continually decaying from damp; they were repaired in 1833, with prepared boards, and a week ago were in the same state as when put up. This preparation of Mr. Kyan's resists all rot; "I cannot rot it," added Sir R. Smirke. Has a door-post at Stanmore prepared with this process, and pitched, in a sound state, which, he believes, without this process would have been rotten. Has had no experience as to board cut from a prepared log, all the board he has used having been prepared as board. Moist rot prevails in timber much more than dry rot; could not always draw a correct distinction between the two; thinks interior rot would take place in timber protected on the surface. If a whole piece of timber were completely immersed, to whatever extent it might be penetrated by the solution, he should have no fear as to its efficacy, but for what period he could not say.

A note, marked (D.) in the Appendix, containing further evidence of Sir R. Smirke, was received on the 25th April, and read.

3. Mr. Rennie having been called in, stated, that he is acquainted with Mr. Kyan's process from description, not from experiment. Never tried the strength of timber antecedently and subsequently to seasoning. Logs of timber will not be saturated with wet by immersion for years; it will penetrate about one foot at the end and half an inch at the side. He knows but of two modes of preserving timber; viz.: complete exclusion of the air, or free exposure to it. He produced specimens of sound timber from old London Bridge used in 1176, and from the Savoy Palace 476 years old. In timber protected on the surface, he thinks the interior rot would take place; thinks he has seen dry rot in which fungus was not apparent; felling timber with bark on, used to prevent it.

4. Mr. William Parry Richards, has tried experiments on prepared cordage and canvas. On 25th March 1833, he received from Mr. Kyan four pieces of cord about the size of his little finger, each piece two yards long; he suspended these and unprepared cords, with 4 lbs. weight attached to each, in four separate vaults in Wellington-street, numbered 7, 6, 5 and 4; No. 7 was the dampest, No. 6 the next; on 4th July 1833, the unprepared cord in 7 broke, and again on 14th October 1833, 1st February 1834, 4th July 1835, and March 1835. The prepared cord showed a little fungus. In No. 6, the unprepared cord broke 2d November 1833, and in April 1834; in No. 5, the cord broke 27th June 1833, 4th November 1833, and April 1834. In No. 4, each cord was placed on some fungus; under the prepared cord the fungus perished, but it grew under the unprepared cord.

5. Mr. John Rush Warner, sent some Canada three-inch deals to be prepared by Mr. Kyan, for flooring some small cottages in Winchester-place, Southwark; they were cut into one-inch deals and put down in 1831, as floors, with unprepared boards; the prepared were sound this morning, and the unprepared quite soft, but is not quite certain whether the boards were put down alternately prepared and unprepared or not. The houses have not had new flooring, except on this occasion, since they were built.

6. Mr. William Butler, late clerk of the works, and now chief turnkey at the new Bridewell, Westminster, put in a printed letter, Appendix (F.) of 17th February 1834, as his evidence on Mr. Kyan's process, observing that the experiments therein referred to were made on timber in a state of partial decay, which, when subsequently examined, appeared in the prepared pieces to be checked, but in the unprepared had gone on.

7. Mr. Kyan, referring to the visit of the Commissioners on the 21st instant to the timber-yard, Grosvenor Basin, and to Messrs. Bakers' yard, stated that he objected to the mode in which the process of preparing timber at both places had been carried on. At the Grosvenor Basin the tanks had, from circumstances, been in the management of other parties

parties, who were strangers to him; he found on inquiry, that the solution with which the waste had been replenished for the last three months, since he had given up the direction of it, had been prepared in a tank lined with cement, which he conceived had the effect of decomposing the corrosive sublimate; and therefore he could not answer now for any piece of timber shown to the Commissioners, except the two of poplar he brought up from the cellar. At Messrs. Bakers, he found on trial, according to his mode of testing the solution with the hydrometer, that there was only 1 lb. of corrosive sublimate to 16 gallons of water, which was insufficient. He still contended that if the wood had been properly prepared, the test of hydro-sulphuret of ammonia would have indicated the presence of mercury in the interior of the wood; the solution at both places had been too weak, 1 lb. of corrosive sublimate to five gallons of water was necessary.

8. The Commissioners determined to try experiments for themselves, in a tank about 18 feet long and four feet deep, to be furnished by Mr. Kyan, and the solution to be prepared by him under their inspection; and with this view the Board were requested to furnish them with the following pieces of timber, each to be eight feet long and one foot square; viz.:

1 Piece of English oak with sap.
1 Ditto - ditto without sap.
1 Ditto Canada red pine.
1 Ditto Riga fir.
1 Ditto Dantzic fir.
1 Ditto English elm.
1 Ditto Beech, if in store.

Adjourned to 25th April. (signed) *John Hayes*, Chairman.

25th April 1835.—The Commissioners met in pursuance of adjournment on the 24th instant; Present, Captain Hayes, Chairman; B. Rotch, Esq., Professor Daniell, and A. C. Hutchison, Esq.

1. Read minutes of proceedings on the 24th instant.

2. Professor Daniell stated, that a place had been selected at Somerset House for depositing the tank, for the experiment to be made by the Commissioners. The tank would be under lock.

Mr. Kyan stated the dimensions of the tank to be 17 feet long, six feet wide, and four feet six inches deep.

3. Mr. Zaccheus Woodman, foreman to the late Mr. Ward, cabinet-maker, Fleet-street, having been called in, stated, that he had used a good deal of Mr. Kyan's process. A log of mahogany had been cut up into eight or nine planks of two inches thick, and sent to be dipped by Mr. Kyan; it had been used as hand-rails two years ago; no shrinkage had taken place; thinks it would have shrunk without being dipped, and would not have used it without seasoning. Two years are required generally to season mahogany board before using it; kept the board two months after it was dipped, and then used it. Three flights of stairs with hand-rails of this mahogany, had been put up at the White Horse in Fetter-lane, two years ago.

4. Mr. Charles Enderby having been called in, stated that he had a ship called the Samuel Enderby, which was built by Mr. White of Cowes, last year, the whole of the timber, spars, blocks, and standing rigging of which, had been prepared with Mr. Kyan's process. She sailed in October last for the South Sea Whale Fishery; had seen three letters from her since she sailed, all from apprentices; he produced one, dated in lat. 3° S., 24° 30′ W., crew reported to be in good health; was told that no ill effect had been experienced on the health of the workmen in building the vessel, and in regard to wounds, they thought the process of preparing the timber a cure for them. Bilge-water had been pumped out in the river and at Cowes, and was perfectly sweet. He had seen some prepared and unprepared canvas put into a cellar, the former was in a good state, the latter rotten. An account had been received a fortnight ago, by the Mary Ann, of the Samuel Enderby; she was then round Cape Horn, crew all well. The Samuel Enderby was 420 tons; the additional expense of the prepared timber, &c. was 240 *l.*; the timber had been prepared after it was converted.

5. Read a letter from Mr. Abethel, master shipwright's assistant at Woolwich, stating various experiments which had been tried in the pit at Woolwich, and that the pit in which Mr. Kyan's timber had been tried was not the original fungus pit.

6. Mr. Kyan stated that Mr. Terry had an important communication to make in regard to the pieces of wood which had been cut at the yard at the Grosvenor Basin, in the presence of the Commissioners, for the purpose of having the test applied to them.

Mr. Terry having been called in, stated that the end of the piece of beech wood to which the hydro-sulphuret of ammonia had been applied by the Commissioners, on their visit on the 21st instant, had, on the same test being applied this day, shown the presence of mercury in the interior of the wood; and he thought he should be able to account for the same result not appearing when the test was applied by the Commissioners. He also thought he had another test which would prove more satisfactory, but which he declined to explain.

6. The Board were requested to procure the attendance of Sir J. May on Wednesday next, in regard to the experiments at Woolwich Arsenal. Mr. Knowles was written to, to attend the same day, and Mr. Kyan was requested to procure the attendance of Dr. Faraday on the same day.

Adjourned to Tuesday the 28th instant, at the Admiralty at Somerset House.

(signed) *John Hayes*, Chairman.

28th April 1835.—The Commissioners met at the Admiralty, Somerset House, in pursuance of adjournment on the 25th instant; Present, Captain Hayes, Chairman; B. Rotch, Esq., Dr. Birkbeck, Professor Daniell, and A. C. Hutchison, Esq.

1. Read minutes of proceedings on the 25th instant.

2. Read letter from Sir J. Barrow, dated 25th instant, stating that seven pieces of timber had been ordered from Woolwich to Somerset House for experiment.

3. Read letter from Sir J. Barrow, dated 27th instant, stating that Sir J. May had been requested to attend the Commissioners; suggesting the appointment of one or two days for the examination of witnesses; and inquiring when the Commissioners will be able to make a Report.
This letter to be reconsidered to-morrow.

4. Mr. Kyan stated to the Commissioners that the tank for the experiment to be tried by them would hold 3,000 gallons; that he proposed to put into it 1,000 gallons of water with 200 lbs. of corrosive sublimate for the said experiment, and that this experiment would be made entirely at his own expense; that he had seen the six pieces of timber sent from Woolwich, and was quite satisfied with them for the purpose of the experiment. The timber to be weighed, and the size of each piece correctly gauged before and after the experiment.

5. The Commissioners inspected the tank and the pieces of timber for the experiment, and it was arranged with Mr. Kyan, that the tank should be filled and the timber immersed on Friday the 1st May, and that it should remain in the tank till Monday the 18th May.

6. The Commissioners proceeded to visit the premises of Messrs. Harris & Warner, Winchester-place, Southwark, to see the trials which had been made there of the flooring prepared by Mr. Kyan. They were shown a cottage in which some prepared boards had been laid down about two years ago as flooring; they were quite sound, as were also the unprepared sleepers on which they rested, except where in contact with the ground. A piece of unprepared board which had been down seven years was taken up, and indicated approaching decay. Prepared and unprepared boards had not been laid down alternately, or otherwise, at the same time in any of the cottages belonging to Messrs. Harris & Warner. The cottages had been built 10 years, and the flooring renewed about three years after they were built, and partly since, with the prepared boards.

Adjourned. (signed) *John Hayes*, Chairman.

29th April 1835.—The Commissioners met at the Admiralty, Whitehall, in pursuance of adjournment on the 28th instant; Present, Captain Hayes, Chairman; B. Rotch, Esq., Dr. Birkbeck, Professor Daniell, and A. C. Hutchison, Esq.

1. Read minutes of proceedings on the 28th instant.

2. Colonel Sir John May, Inspector of the Royal Carriage Department, Woolwich, delivered in a paper, marked (E.) in the Appendix, containing particulars of the experiments at Woolwich Arsenal on some pieces of wood, canvas and cordage prepared after Mr. Kyan's process. The pieces of cordage and canvas were produced and examined. The wood was stated not to have been under trial a sufficient time to judge of the efficacy of the process. A piece of prepared cordage of five inches, with a duplicate piece of white unprepared cordage was produced, which had both been submitted to the same trial, as detailed in paper (E). The prepared piece was quite sound; the unprepared rotten. The same results were observable in two pieces of 2 ½ inch and of 1 ½ cordage, prepared and unprepared, as also in two pieces of tent line.
In regard to the canvas, four prepared pieces were not affected with mildew; three unprepared pieces were affected with it, and one of them was quite rotten. The remaining unprepared piece was not affected by mildew.

3. Mr. Mark Isambard Brunell stated, that he had not tried any experiments on Mr. Kyan's process; has used some of his prepared timber, but has had no experiment of the preparation having penetrated the interior of the timber. There would be no difficulty in causing the solution to penetrate the timber by mechanical means; but declines giving an opinion as to timber being penetrated by immersion.

4. Mr. John Knowles, late of the Navy Office, stated that the fungus pit at Woolwich Yard was proposed by himself in, he thinks 1814 or 1815; it had been a capstan hole; a quantity of carbonic acid gas was generated in it; it had a lid covered with litter; was seven or eight feet deep; was lined with wood in a state of decay, and had a great deal of fungus in it when selected for trying timber. There were great anomalies as to its effects on timber; had seen unprepared wood, when taken out of it at the end of three years, gone. It was, he conceives, well adapted to decompose timber. Its situation was at the head of the double dock. Is not aware of any other pit having been opened, nor of the original pit having been filled up; but refers to his last reports as showing a time when the identical pit was in existence. Does not think that sublimate of solution, or water, can penetrate into the substance or centre of timber by mere immersion, and cannot say as to the extent water will penetrate timber. Mentioned cases in which Rhine timber had decayed from interior rot, in the St. Domingo and Blake, and English oak from exterior rot, in the Queen Charlotte. Timber decays much more frequently on the surface than in the interior.

5. Read letter from Sir J. Barrow, of 28th instant, stating that the pieces of timber (except the beech) had been sent from Woolwich to Somerset House for experiment.

6. The following letter was written in reply to Sir J. Barrow's letter of the 27th instant:

"29th April.—Sir, In reply to your letter of the 27th instant, I beg to acquaint you that the Commissioners for inquiring into Mr. Kyan's anti-dry-rot process, have found it impracticable, from the extensive nature of the inquiry as explained in the instructions inclosed in their Lordships' letter of the 11th instant, and the numerous witnesses they have deemed it necessary to examine, in order to their being fully informed of the facts and experiments connected with the process, to conclude the examinations on one or two appointed days, as suggested by their Lordships. With regard to the probable time for the Commissioners making their report, I beg to state that the experiment which they have considered it to be absolutely necessary, in order to their arriving at any satisfactory conclusion on the subject, should be conducted under their superintendence at Somerset House, will commence on Friday the 1st May, and cannot terminate before the 18th, previously to which they cannot make a report. I have further to observe that the Commissioners sit *only* on those days when they can secure the attendance of a sufficient number of witnesses to afford full occupation.—I have, &c.—*J. Hayes*, Chairman."

Adjourned to 1 May. (signed) *John Hayes*, Chairman.

1st May 1835. The Commissioners met at the Admiralty, Somerset House, in pursuance of adjournment on the 29th ultimo; Present, Captain Hayes, Chairman; B. Rotch, Esq., Dr. Birkbeck, Professor Daniell, A. C. Hutchison, Esq.

1. Read minutes of proceedings on the 29th ultimo.

2. The Commissioners proceeded to superintend the preparation by Mr. Kyan of the solution, and the immersion of the six pieces of timber, to be placed for experiment in the tank at Somerset House. The solution consisted of 224 lbs. of corrosive sublimate, and 1,062 gallons of water. The dimensions and weight of each piece of timber were ascertained to be as follows:

———		Top.	Middle.	End.	Length.		Weight.		
		Inches.	*Inches.*	*Inches.*	*Ft.*	*In.*	*Cwt.*	*qrs.*	*lbs.*
6. Dantzic fir - - - -	1st side	$12\frac{1}{4}$	$12\frac{1}{8}$	12	7	$11\frac{1}{2}$	2	3	25
marked D. 1 side 1 notch	2d side	12	$12\frac{1}{16}$	12					
2 — 2 —									
4. Canada red pine. - - -	1st side	12	$12\frac{1}{8}$	12	8	$0\frac{1}{4}$	2	2	10
marked C. - - ditto -	2d side	$11\frac{15}{16}$	12	$12\frac{1}{8}$					
3. Riga fir - - - - -	1st side	$12\frac{1}{8}$	$12\frac{1}{8}$	$12\frac{1}{4}$	8	$0\frac{3}{8}$	2	1	$12\frac{1}{2}$
marked R. - - ditto -	2d side	$12\frac{1}{8}$	$12\frac{1}{16}$	$12\frac{3}{16}$					
5. English oak without sap -	1st side	12	$12\frac{1}{16}$	$12\frac{1}{8}$	8	$0\frac{3}{8}$	4	3	20
— ditto - - -	2d side	$12\frac{1}{8}$	$12\frac{3}{16}$	$12\frac{3}{16}$					
2. English oak with sap - -	1st side	$11\frac{5}{8}$	$11\frac{5}{8}$	$11\frac{7}{8}$	8	0	4	1	14
— ditto - - -	2d side	12	12	12					
1. English elm - - - - -	1st side	12	$11\frac{7}{8}$	$11\frac{7}{8}$	8	0	3	0	$24\frac{1}{2}$
marked E. - - ditto -	2d side	12	$12\frac{1}{8}$	$11\frac{7}{8}$					

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The piece of Riga fir was observed to be much rent, and the sap of the sappy piece of oak was remarked to be in a state of decay in some parts.

It was also observed by the principal of Mr. Kyan's men, that the persons employed in mixing the solution with hot water sometimes feel a little nausea in the stomach, for which the white of an egg is administered as the antidote.

The solution took about four hours to mix. Mr. Kyan stated that the effervescence would commence immediately after the immersion of the timber, certainly within an hour. No effervescence appeared on the surface of the solution, which had a milky appearance. Within an hour scarcely a bubble appeared, even towards the ends of the timbers. Mr. Kyan then stated that the effervescence would take place within 12 hours. The Commissioners offered to visit the tank at 10 o'clock, P.M., but Mr. Kyan stated that it would be as visible the next day. The Commissioners agreed to inspect it at 1 P.M. next day. One of the persons who superintended the filling of the tank, stated that the only marks of effervescence which he had ever seen, were lines of small bubbles on the surface of the solution, marking out the forms of the timber.

Adjourned. (signed) *John Hayes*, Chairman.

2d May.—The Commissioners met at one o'clock, to observe from the surface of the solution in the tank, whether there had been any escape of the air from the interior of the timber; there were no indications of such an effect having been produced, but there were only minute bubbles on the surface in lines, marking the situation and form of the pieces of timber. Mr. Kyan attributed the want of effervescence on the surface of the solution, to the small quantity of timber compared with the quantity of water; such an effect, he stated, was observable in the tanks at Grosvenor Basin.

Adjourned to 4th May.

(signed) *John Hayes*, Chairman.

4th May 1835.—The Commissioners met at the Admiralty, Whitehall, in pursuance of adjournment on the 2d instant; Present, Captain Hayes, Chairman; B. Rotch, Esq., Dr. Birkbeck, Professor Daniell, and A. C. Hutchison, Esq.

1. Read minutes of proceedings on the 1st and 2d instant.

2. Mr. John Stephens stated that he is a builder; that his building has been confined generally to buildings on farms, and has often built sheds of green wood. Has been employed in building Mr. Rotch a house at Harrow, and one for himself at the same place, of timber prepared by Mr. Kyan. The first lot of timber was cut early in November last, and consisted of Scotch fir, larch, spruce, birch, aspen, chesnut, oak, lime and thorn acacia; the second lot was felled 11th April last, specimens of which were here. It had been dipped at Harrow, and was eight days in the solution. He felt no ill effects, nor observed any in the workmen from using the solution. Never felt any nausea from mixing the solution. The joints and fastenings in the houses are perfectly firm. The timber was exposed in January and February to wind and sun, and was not warped, but thinks green timber unprepared would have been. Has ascertained, by planing dry shavings from the interior of a piece of fir scantling, three inches by four, two or three days after it had been immersed in the solution in a green state, that it had become quite dry. Had observed froth one-quarter inch deep on the surface of the solution, after the immersion of green timber, but not so much after dry timber. Specimens of prepared wood, cut in April last, were produced. A piece of chesnut and a piece of fir were split in two; shavings from the interior of both were very moist. The test of hydro-sulphuret of ammonia was applied to both, and indicated the presence of mercury on the surface and round the edge, but not in the interior.

3. Mr. Charles Tait; is a pupil of Mr. Brunell's. He took two pieces of yellow pine timber from Mr. Brunell to Professor Faraday; they were 4 feet long and 23 inches square. A half-inch plank was cut out from the middle the whole length: this half-inch plank was cut into two boards 11½ inches broad; the piece of timber had been dipped, but not the plank. He had not seen the plank cut; it had been done at Mr. Gale's timber-yard, which is on the same basin as Mr. Kyan's yard at Pimlico. Mr. Kyan, he believes, was not aware of the timber being cut; but it was taken from Mr. Kyan's yard to Mr. Gale's to be cut, and was brought to him (Mr. Tait) by the two sawyers who cut it. He would endeavour to find out the sawyers *.

4. Matthew Hemmings, a carpenter, had worked up this prepared wood in Mr. Rotch's house at Harrow. Joints of green wood begin to get loose in a fortnight. Joints of the house at Harrow, built of the prepared wood, are quite firm. Thinks the solution dries the timber very much. Wood works very much harder after it has been prepared. Experienced no bad effects on his health from putting in and taking out the timber from the tank.

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* Names reported by Mr. Tait in Note 4th May, to be Thomas Targett and James Gregory.

5. John Fisher, a gardener, had not the felt the least ill effect on his health from dipping the timber in the tank at Harrow. He put a prepared aspen post in Mr. Rotch's garden a year ago, with a lintel of the same wood, not prepared. The post was quite sound this morning, and the lintel was discoloured and the bark rotten; other posts not prepared were put in at the same time. They were examined this morning, and are quite rotten in the ground.

6. Thomas Starling Benson, Esq., was contractor for timber for the Navy; was present at the openings of the pit at Woolwich, the latter end of 1832 and 1833. It was full of foul air on both occasions. In June 1832, Mr. Kyan's block he thinks, was not taken out. Two pieces of oak were taken out, which had been put into two mortices of elm affected with fungus; one piece was prepared, the other not: the first was dry, the other quite wet; and when the wet was wiped away, some spots were tried by scientific gentlemen present, and pronounced to be indications of dry rot. On the 8th May, he added to this statement, that he should know the place where the fungus pit was.

7. Professor Faraday stated, that he had given a good deal of attention to Mr. Kyan's process, and had made several experiments on the points respecting which he had most doubt; viz.:—

1st. Respecting the penetration of the material.

2d. Respecting the salubrity of the atmosphere about it.

3d. Respecting the possibility of a future removal of the substance doing away the good it was expected to effect.

As to the efficacy of the plan generally, he has always felt that the process must be submitted to experiment to arrive at a satisfactory result, because he felt he could not apply chemistry to prove the utility, or otherwise, of the process. In timbers he himself saw two years ago resist great trial, he could not find the preserving substance far within the mass, and therefore doubted whether the process would answer in practical application; but, feeling he had no right to assume that the effect was limited by what he thought ought to be its boundary, he, referring to experiment, still found such wood was preserved. As a matter of fact, with regard to penetration, he had lately examined a plank cut from a balk of timber 20 inches square, to see how far the corrosive sublimate had gone in. It was easily found at one inch beneath the surface, and by very careful examination at four inches beneath the surface; and the process then was to digest part of the wood at that spot, in very diluted nitric acid, to evaporate the solution considerably; and then examine it by the voltaic battery; mercury appeared at the negative pole. He could not assure himself of its presence in the middle of the block by any means whatever. This piece of wood (it was pine) was sent to him by Mr. Brunell. He has always doubted about the minimum quantity which would preserve the wood, &c.; and in illustration of that point for his own satisfaction, and with reference to the wholesomeness of an atmosphere around prepared articles (having found the saw-dust slightly affect his throat) he has made many experiments, but he does not consider the matter as demonstrated; and his opinion waits for stronger confirmation, obtained from facts.

He took some pieces of canvas which had been dipped, and dried and washed them three or four times in hot distilled water, and found that such canvases, which were put on a board, by the side of unprepared canvas, in his cellar against a damp wall, were preserved, while the unprepared decayed. His conclusion was, and is, that very small quantities will preserve the matters from decay, and that such canvas in the form of a tent, would not produce an unwholesome atmosphere within, by any matters which the waters would have left behind. As to the point of health, he examined the builder of the Samuel Enderby on the subject, before Lord Auckland and the Board of Admiralty, and refers to his examination on that occasion, as strengthening his opinion that the process is not prejudicial to health. He had not with the canvas, washed as he had described, examined to see whether he could find mercury in it; but since then, he has washed canvas, as far as he could judge to the same degree, and could not find the mercury by the common chemical test; but could by the process before described. If these two experiments had been made on the same piece of canvas, and with the same results, he would have been prepared, without much qualification, to say that the centre of the balk of timber would have been preserved.

In considering this process, he has always looked upon the excess of preservative, *i.e.* corrosive sublimate, in the parts towards the exterior of timber as a most important condition, for he finds that at least three-fourths of that can be removed by water, provided the wood be very thoroughly disintegrated; and a strong argument with him in favour of the process is the well known fact that such matter will not remain where it is at present, but will gradually penetrate the wood, by those forces which tend to give a uniform distribution of fluid within the pores of any porous matter, and which will be influential, though the pores be not full of fluid, the wood being in what is usually called a damp state. There is one other consideration which is of importance to him in forming a judgment on this process; it is, that where the exterior is preserved from change, the chances that the interior will decay are greatly diminished. A strong and well-known fact on which he reposes this opinion is, that of the preservation of piles or timbers, charred on the outside; and as in those cases the interior parts are preserved from decay for a much longer period, so he thinks it safe to conclude that even an external preparation only of a timber would greatly diminish

diminish the probability of internal decay; and this, in combination with the gradual penetration of the substance to the centre, is the reason why he entertains little doubt of the value of the process. These reasons, combined with a close examination of specimens shown him, make him strongly recommend it; and he would be quite willing, if there were occasion, to trust a good deal of property upon it. After all, his is but a qualified opinion.

In explanation, Professor Faraday stated, that he was satisfied, that the plank sent from Mr. Brunell was not dipped after being cut, because the quantity of sublimate was in proportion to the distance from the centre of the plank. He thinks that the substance, because of a degree of volatility which it possesses, would gradually penetrate into the interior of a piece of dry timber, where the solution had penetrated, at the present time, only within the external parts; and also thinks it might exist in the timber, where common chemical tests would not show it.

Canvas prepared with this process, should be always washed before it is used, to prevent injury to health. He thinks bread and biscuit should not come in contact with timber fresh prepared; but if the bread-room in a ship were lined with tin, he thinks there would be no danger in putting the bread into it. He has so much confidence in the process, that he thinks the Government would be justified in trying a very large experiment, as for instance throughout one dock-yard, to prove its efficacy.

Speaking from his own experience in buildings, he thinks timber decays much more frequently from the external parts inwards than from the internal parts outwards.

Was present at the opening of the pit at Woolwich yard, about February 1833, (or before). It was full of bad air, and extinguished a light when opened; thought the pit adapted to decay timber. Saw a person cut slips off the edges of pieces taken out; he also saw the prepared pieces put into the Ethalion. They were placed against dry timber, and he considered it no experiment to prove the efficacy of the process.

Dr. Faraday promised that he would ascertain to what extent the substance may penetrate a piece of the timber now under experiment at Somerset House.

Adjourned. (signed) *John Hayes*, Chairman.

8th May 1835.—The Commissioners met at the Admiralty, Whitehall, in pursuance of adjournment on the 4th instant; Present, Captain Hayes, Chairman; B. Rotch, Esq., Professor Daniell, and A. C. Hutchison, Esq.

1. Read minutes of proceedings on the 4th instant.

2. Benjamin Rotch, Esq. senior, stated, that he has a ship called the John Palmer, a South Sea whaler, which had been largely repaired with timber prepared on Mr. Kyan's plan. The whole of the ship's ceiling and the sleeping berths of the men consisted of this timber. He had received a letter from the master, dated 18th March 1834, on the Line,—crew all well; and a second letter, dated 7th July 1834, from the Straits of Timor,—crew all well.

3. Sir Anthony Carlisle, stated, that an atmosphere impregnated with mercury could not be considered wholesome. The question, whether in the instance of Mr. Kyan's process, the mercury becomes vapourised, admits different views. Washers in mercury do not find it a destructive vocation. Some metallic substances, as well as earths, if not in a fixed state are vapourisable, at the atmospheric temperature of this country, both in winter or summer; and he proceeded, "I will now offer two examples: If a person touches the brass handle of a door with a moist hand, the brass becomes cognizant to the sense of smell; if a person scours stonestairs with pipeclay, it becomes vapourised during the drying, and you perceive the earthy smell in passing. In ruder states of chemistry, it was falsely concluded that distillation produced pure water freed from any metallic substances, but the contrary has been proved. For neither common distilled water, supposed to be pure, and provided for medicinal purposes, if distilled in copper vessels, nor waters distilled for perfumes, such as rose-water, are free from copper.

"In both examples the copper may be manifested by adding ammonia in a long glass tube, which will form a blue subsidence; but the cases of any simple insoluble matter or compound, in a state of perfect chemical union, for instance pure silex or phosphate of lime, or pure sulphate of lime, in none of these will the vapour of distillation bring over the particles of those solids. I am not fully aware of the late experiments of Mr. Faraday on this subject, but he is a scientific and correct man. I understand that they show that the crude juices, or sap of vegetables or wood, commonly called aluminous or gummy fluids, are susceptible of a fixed chemical union with corrosive sublimate; and if that should be the fact, mathematically and exactly true, it may be safely admitted that mercury would not be vapourisable from the timbers steeped in a solution of corrosive sublimate, with the exception of the superabundant solution, not combined with the raw material or nascent carbon of the wood. I think that metallic vapours generally are prejudicial to human health; arsenic in the highest degree, copper, mercury and lead, perhaps, next in order. But I do not speak precisely as to the order; they are, however, severally injurious: nevertheless the workers in metals are not invariably affected in their health. Some metals appear almost harmless to the human body, as zinc, tin and iron, either applied externally or internally. Destructive effects, however, may arise from particular effects of iron, as in the case of needle-grinders, whose lungs become hepatized by exposure to the vapour of the needles, when pointing on a wheel, and the men die. From iron taken inwardly as a medicine no destructive effect on the human constitution has ever arisen, indeed this metal is a natural part of our blood.

"I am informed that nurses in the wards of hospitals where mercury is constantly used, are not injured in their health by it; but strangers or temporary visitors of such hospitals occasionally become so impregnated with mercury as to be salivated. There is now in the Lock Hospital a nurse about 80 years of age, and who has been more than 40 years exposed to the incessant vapour of mercury, without suffering any deterioration of her health.

"The College of Surgeons, built by Mr. Dance about 35 years ago, was lately found to be in a state of dangerous decay from a species of dry rot. Square pieces of timber were so totally decayed, that they appeared to be half charred, and very brittle. The Council of the College, therefore, felt it to be their duty to use every precaution to prevent the new building from being affected with rot; and with this view the whole of the timber has been prepared after Mr. Kyan's process. This species of rot seems to have resembled a slow putrefactive decomposition, for it showed no fungus productions, neither were there any worm-holes.

"In the constitution of all growing vegetables, the sap, which is analagous to the blood of animals, is in a state of ebbing and flowing; not through vessels, as in animals, but through interstices freely communicating among the woody fibres; those interstices or reticular spaces being lengthwise and crosswise, in all directions. This sap, or raw carboneous material for forming wood, leaves, &c. derives its fluidity from water; but in different trees or plants, the water holds in solution different substances; for instance, gum in the cherry-tree and acacia, and a tough mucilage in the holly, which prevents and apparently during the stagnant or passive condition of winter rest, the sap becomes part and parcel of the new wood by losing its liquid source of motion, freezing in the winter. In other trees there are essential oils, as in the pine, sweet-bay and common laurel; and in each there is a certain quantity of albumenous juices or soluble carbon, capable of being deposited so as to form new woody fibres or leaves. These elementary solutions are, perhaps, transmutable into each other. Common woody fibres may be considered as pure charcoal; but the liquid raw material of woody fibre, called the sap, may exist in various stages of condensation or assimilation toward carbonaceous matter; and, from extensive observation, I am led to conclude that the more solidified the sap is, the less it is liable to be decomposed in timber by any of the affections called dry rot. In timber, the food of the destroying fungus is preferably the unconsolidated or unsettled sap. Timber is subject to three sorts of decay; fungus rot, the worm and a species of putrefactive decomposition. Certainly corrosive sublimate must have the effect, in my opinion, of preventing, more or less, every sort of dry rot; for wood or sap so empoisoned, would prove very unsuitable for a worm to eat; and the antiseptic efficacy of corrosive sublimate, both on animal and vegetable matter exposed to putrefaction, is unquestionable.

"All liquids and solutions have a hygrometrical movement backward and forward, both along the surfaces and among the interstices of organic fibres; so that it is impossible to say how far Mr. Kyan's solution will penetrate timber. I think any sized log of wood would be penetrated by water, whether fresh or salt; but I do not know in how long a time.

"In the sawing hord of the builders employed on the new College of Surgeons, I observed men cutting a piece of Kyan's timber, about eight inches by six inches. The four outer sides had been all previously cut off, and the entire piece of wood had been steeped in Kyan's solution. I caught some of the saw-dust falling from the timber, and filled my mouth with it, chewed it, and found it strongly impregnated with corrosive sublimate."

4. Mr. Giles, civil engineer, identified a piece of Scotch fir which had been prepared by Mr. Kyan, as a specimen for the sleepers for the Southampton railway. From what he had heard of Mr. Kyan's process of preparing timber, he is intent on trying it on the Southampton railway. The rents in the specimen above referred to were closed up after it had been dipped in the solution.

5. Mr. George Waters Sweeting; is a ship-builder at Rotherhithe, and repaired the John Palmer in the autumn of 1833 extensively. She had new timbers and new topsides from the light water-mark, with a new stern and head; the interior was also new from the lower deck upwards, with new beams, breast-hook and new upper deck. The whole of the timber used on these works, as also the plank for the men's fitted sleeping berths, were prepared on Mr. Kyan's plan. There had been no ill effect on the health of the men employed in putting the timber into the tank and taking it out. The plank was more stubborn in bending after being prepared. Did not observe any effect on the surface of the solution after the timber was immersed. A piece of fir timber 14 inches square, for the waterways, was dipped 10 or 12 days. It was perfectly dry in the interior when cut, and had a sort of blue stain equally diffused from the edge to the centre. The stain was more apparent in plank. A similar effect was observable in African oak, though not to the same extent. He has made experiments as to the process. He had several pieces of timber cut into four or five inches square; one piece of African oak remained a week in the solution, it was then cut, and worked as hard as a stone; the unprepared was comparatively as soft as fir. He placed a piece of fir 18 inches long and eight inches square

on its end in the solution, which was about 10 inches deep. It remained two or three days, and he observed a kind of froth issuing from the centre of the end out of the water. It dried off and left a blue stain. The canvas of the sails of the John Palmer was dipped in bolts in the solution, as also the twine for making them. The canvas was run through cold water once before it was made up, and placed on the grass to dry.

6. The Board were requested to cause duplicate pieces of timber to those sent from Woolwich on the 28th ultimo, cut from the same logs, to be forwarded to Somerset House, and to be disposed of as their Lordships may hereafter direct, as a comparative experiment with those under preparation of Mr. Kyan's process at Somerset House.

7. The canvas, linens and pieces of timber placed, on the 13th February 1834, by directions of the late Admiral Dundas, on the brick floor of his cellar at the Admiralty, after being dipped in a solution on Mr. Kyan's plan at the Admiralty, were examined. The piece of muslin, calico, brown holland and canvas prepared by the solution, were quite sound, whilst the unprepared corresponding pieces were quite rotten. The pieces of timber showed generally a greater degree of damp in the unprepared than in the prepared; but the upper surface of the whole appeared to be sound. The yellow American pine, the British oak and the Baltic deal were all sound on both sides. The new-felled poplar and lime not prepared with the solution showed decay generally over the surface of the underside, whilst the prepared were perfectly sound.

Adjourned. (signed) *John Hayes*, Chairman.

16th May 1835.—The Commissioners met at the Admiralty, Whitehall; Present, Captain Hayes, Chairman; B. Rotch, Esq., Professor Daniell, and A. C. Hutchison, Esq.

1. Read minutes of proceedings on the 8th instant.

2. Mr. Powell stated that he was present at the opening of the fungus pit at Woolwich, in February or March 1832. Four pieces of timber, about the size of the book in his hand (a small octavo), were taken out of it; two prepared on Mr. Kyan's plan and two not. They were in a groove of other wood (he believes oak) with another piece nailed over them. The pieces not prepared were covered with a green scum; the prepared pieces were white, but clear and clean. The man who had charge of the pit expressed surprise at the state of the latter, as he said he had never seen timber come out of the pit sound. He produced a book (like a boy's copy-book) containing a register of experiments to show that this was the case. Other pieces, apparently coated with lime, were covered with fungus. To one piece a mushroom, as large as the crown of a hat, was attached. He was also present at the taking out of the pieces from the dry dock; the unprepared were more decayed than those in the pit, the prepared were sound.

3. Mr. Hooper; was present at the opening of the pit at Woolwich, in September 1832. The two prepared pieces of timber were put into pieces of elm covered with damp, like a fern leaf. The unprepared pieces had marks of incipient decay. The prepared were sound, and when put in again, were placed on fungus in the pit.

4. Read letter, dated Dublin, 10th May 1835, from Mr. Farrell, stating that he could not leave Dublin before the 22d instant, to attend the Commissioners, but giving all the particulars which he could report by personal attendance, in reference to the pieces of timber taken out of the pit at Woolwich, in February 1833, and that the prepared thin pieces which he cut from those specimens is now in his possession, and preserves all its tenacity, while the unprepared piece has mouldered into powder, (*see* Appendix (G.) Mr. Farrell was informed, that this statement* gave the Commissioners sufficient information, and that there was no occasion for his personally attending them.

5. Mr. Mitchell, of Sheerness-yard, was requested to report on the pieces of timber prepared on Mr. Kyan's plan, under experiment at that place.

Adjourned to 18th May.

(signed) *John Hayes*, Chairman.

18th May, 1835.—The Commissioners met at the Admiralty, Somerset House, pursuant to adjournment on the 16th instant; Present, Captain Hayes, Chairman; B. Rotch, Esq., Professor Daniell, and A. C. Hutchison, Esq.

1. The Commissioners proceeded to examine the pieces of timber placed in the tank at Somerset House for experiment. There was nothing remarkable in the appearance of the surface of the solution. The first piece of timber taken out was the elm, No. 1. Upon examining the end, a considerable effervescence was observable, as if air was escaping from the fibres of the wood. This effervescence could be traced also on the sides of the

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* Letter, 14th May.

timber,

timber, though to a less degree. The colour of the wood was of a deeper brown than before. It was weighed, and found to have increased in weight 65½ lbs.

The second piece examined was the Canada red pine, No. 4. No effervescence was observable upon it, but it had acquired a bright yellow stain in every part except the albumen, which was distinctly marked out both upon the sides and ends by remaining its original colour. It had increased in weight 14½ lbs.

The third piece examined was the Dantzic fir, No. 6. It exhibited no signs of effervescence. It was also stained yellow; but did not appear to have albumen marked out so distinctly as the preceding piece. It had increased in weight 8 lbs. An exudation of turpentine from the lower part of a knot, exhibited the yellow stain in a remarkable manner.

The fourth piece was No. 3, Riga fir. It was stained yellow, but less uniformly than the preceding pieces. No signs of effervescence were visible upon it. Its increase of weight was 12½ lbs.

The fifth piece was No. 5, that of oak. A slight effervescence was visible upon the end of the timber. The upper surface was covered with a copious brown exudation like ochre, marking the grain of the wood. The under surface was stained an inky colour. The two sides exhibited exudations of a deeper brown colour than the upper side, but not so copious. It had increased in weight 10½ lbs.

The sixth piece was the oak with sap, No. 5. The albumen retained its original colour, but the heart wood had become a deeper brown colour. The same kind of ochreous exudation appeared upon its upper surfaces, but not so abundant as in the preceding instance. Its increase of weight was 19 lbs.

The amount of the swelling of the timber was about the eighth of an inch on each side.

2. Mr. Kyan having expressed a wish that a week should be allowed for the pieces of timber to dry, before the Commissioners proceeded further with the experiment; the Commissioners acceded to this request, and adjourned accordingly to Monday the 25th May.

(signed) *John Hayes,* Chairman.

25th May 1835.—The Commissioners met at the Admiralty, Somerset House, pursuan to adjournment on the 18th instant; Present, Captain Hayes, Chairman; B. Rotch, Esq, Dr. Birkbeck, Professor Daniell, and A. C. Hutchison, Esq.

1. Read minutes of proceedings on the 16th and 18th instant.

2. The Commissioners proceeded to reweigh the several pieces of timber taken out of the tank at Somerset House on the 18th instant.

The oak with sap, No. 2, had returned nearly to its former weight; the excess being now only ¾ lb.

The heart of oak, No. 5, weighed 8 lbs. less than its original weight, having lost 18½ lbs. since it came out of the tank.

The elm No. 1, appeared wet at the two ends. It weighed 45½ lbs. more than its original weight, but had lost 22 lbs. since it came out of the tank.

The Dantzic fir, No. 6, had returned exactly to its original weight.

The Canada red pine, No. 4, weighed 3 lbs. more than its original weight.

The Riga fir, No. 3, weighed 5½ lbs. more than its original weight.

None of the pieces had altered their dimensions more than one-eighth of an inch.

Pieces of one foot cube were cut with a saw from the centres of the elm, No. 1; the oak, No. 5; and the deal, No. 6, and were sent to Professor Faraday, with a request that he would cleave them in two, and examine to what extent any mercury could be traced from the exterior surface towards the centre of each.

Samples of the solution taken before and after the immersion of the timbers, were also sent to Professor Faraday, to determine the quantity of corrosive sublimate in each.

Slices two inches thick were also cut from the elm No. 1, oak No. 5, and deal No. 6, for Professor Daniell.

The interior of the elm, and the sawdust from the same, were very damp. The interior of the oak and deal were also found to be damp, but not so much so as that of the elm.

The comparative piece of elm sent from Woolwich yard, on the 16th instant, was sawn asunder and found to be damp, but not so much so as the other.

Adjourned. (signed) *John Hayes,* Chairman.

2d June 1835.—The Commissioners met at the Admiralty, Whitehall; Present, Captain Hayes, Chairman; Professor Daniell, B. Rotch, Esq., and A. C. Hutchison, Esq.

1. Read Professor Daniell's and Professor Faraday's reports, as to the extent to which the mercury had penetrated the pieces of elm, oak and fir, cut from the logs used in the experiment at Somerset House.—*See* Appendix (H) and (I).

2. Read minutes of proceedings on the 25th ultimo.

3. Sir T. B. Martin stated, that he could not distinctly recollect the precise situation of the pit at Woolwich, and never heard of two pits. Has seen decayed timber taken out of the pit. It was intended to decompose timber, and it seemed to answer that purpose. He feared there was no piece put into the pit at the same time with Mr. Kyan's prepared piece, which it was thought would be subjected to a sufficient trial, from the destructive nature of the pit, and from other specimens being in the pit, with which it could be compared.

4. Mr. John Knowles described the situation of the fungus pit at Woolwich, which exactly corresponded with the site as pointed out to Mr. Rotch on a recent visit to the yard, by Captain Warren. Anything of an external wash only, he thought can be of little protection to timber, as in reconciling the different parts of the frame of a ship much must be removed. "You can never hermetically seal anything in a ship."

5. Read Report, dated 29th May 1835, (*see* Appendix (K.) from Mr. Turnbull, engineer at Ramsgate, stating that the sea-grass had attached itself to the prepared piles at the Margate Pier; also that they were attacked by worms, though not to so great an extent as the unprepared piles, and that barnacles are much more numerous on the prepared piles.

6. The Commissioners visited Mr. Richards's wine-cellar in Wellington-street, Waterloo Bridge, and saw the specimens of prepared cord and canvas referred to in his evidence.

7. Specimens of the sea-grass which had grown to prepared piles of the Pier at Margate, were produced by A. C. Hutchison, Esq.

Adjourned. (signed) *John Hayes*, Chairman.

6th June 1835.—The Commissioners met at the Admiralty, Whitehall; Present, Captain Hayes, Chairman; B. Rotch, Esq., Professor Daniell, and A. C. Hutchison, Esq.

1. Read minutes of proceedings on the 2d June.

2. Read letter, dated 4th instant, from Sir John Barrow, inquiring when the Committee would terminate. Acquainted that the Commissioners meet to-day to draw up their Report, which they hope to be able to transmit early in the ensuing week.

3. Read letter, dated 1st instant, from Mr. Mitchell, of Sheerness Yard, stating that he had examined one of the prepared pieces nailed to the foot of the sea-wall, that it was free from worm, but seven barnacles had attached themselves to the burnt indent of the letters "Kyan's Patent," marked on the piece. Appendix (L.)

4. The Commissioners agreed to the rough draft of their Report to the Board of Admiralty, and adjourned to the 9th instant at one o'clock, then to meet and sign a fair copy of the same.

Adjourned. (signed) *John Hayes*, Chairman.

9th June 1835.—The Commissioners met at the Admiralty, Whitehall; Present, Captain Hayes, Chairman; B. Rotch, Esq., Dr. Birkbeck, Professor Daniell, and A. C. Hutchison, Esq.

1. Read minutes of proceedings of the 6th instant.

2. Read and agreed to the fair copy of the Report to the Board of Admiralty, which the Chairman was requested to transmit.

Adjourned. (signed) *John Hayes*, Chairman.

APPENDIX.

(A.)

15 April, 1835.—Mr. Kyan has devoted 40 years to chemical pursuits; had formerly the management of some copper-mines, and his attention was called to the deterioration of timber in those mines, produced by mineral waters from natural springs in the mines; oak was turned by them blue and black. In 1809, he had a house, No. 29, Howland-street, much affected by dry rot. He was subsequently employed at Newcastle, in a vinegar manufactory, and afterwards in a similar establishment in Old-street Road, London. He was led to inquire into the causes of putrefactive fermentation, and found that albumenous matter was the primary cause of the decomposition of vegetable matter. He made trials on vegetable extracts of malt, barley, oats and acetous vegetable matter, and was satisfied that albumen was the cause; he then applied diluted corrosive sublimate to the albumen, and found the affinity between them so great, that the albumen absorbed the corrosive sublimate and produced an insoluble compound, consisting of calomel and albumen. In 1825, he applied this solution of corrosive sublimate to timber. In March 1828, he brought the subject under the consideration of the Board of Admiralty, who referred him to Sir Byam Martin and the Navy Board; he was desired by Sir B. Martin to prepare a 12 in. cube of English oak. He thinks it was not weighed; the albumen remained at the four corners, and it was put into the pit at Woolwich Dock-yard, without any unprepared piece being, as requested, allowed to be put with it. In a few days after, he put two other pieces of the same prepared oak into some rotten deal posts at Mr. Greave's vinegar yard, in Old-street Road. In March 1830, he asked the Navy Board to be allowed to inspect the piece in the pit at Woolwich, and was told that it could not be examined in less than three years. He again applied to the Navy Board at the end of the three years, (in July 1831.) He attended the examination, and asked for a copy of the Report. Woolwich officers now sent him some pieces of Canada oak, and other specimens of timber of an inferior description; two of these were put into the pit in the Dock-yard, one piece in a prepared and the other in an unprepared state; other pieces prepared and unprepared were put into the lining of a dock at Woolwich, infected with dry rot; and three prepared and three unprepared were put into the side of the Thalia (Ethalion). These pieces were severally inspected in about six or eight months afterwards. In the dock the prepared pieces were perfectly good, and the unprepared beginning to be infected. In regard to the pieces in the pit, the result was the same; but the unprepared pieces put into the Thalia (Ethalion) had been so thickly coated with coal tar, and the ship having been whitewashed in consequence of cholera, that no fair trial was made. The pieces in the dock were afterwards taken away, during the progress of repairs performed to the dock. In February 1832, the pieces in the pit were examined in the presence of Mr. Faraday, Mr. Lockhart, and Mr. Farrell, an architect in Dublin; the unprepared pieces exhibited signs of decay, whilst those which had been prepared were in the best possible state. Mr. Farrell took specimens.

Putrefactive fermentation; causes of.

Subject first brought before the Admiralty.

Experiment at Woolwich.

Experiments at Woolwich.

Experiment at Woolwich.

Another inspection was made in September 1832; the cube appeared not to have been put into the pit from July 1831, when it was examined, to this period; but it was now put in again. As to the other pieces, those unprepared did not exhibit the symptoms of decay which might have been expected; and he had a suspicion that they were not the same pieces which had been inspected by Mr. Farrell; the prepared pieces were sound. He again applied at this time to the Admiralty; the cube was examined by Woolwich officers without his being present, in 1833, and reported to have exhibited fungus; he complained to the Board of this, and was told that he might inspect the cube, which he did, in the presence of Commodore Warren, Mr. Jephson, Mr. Benson, and several other gentlemen. The cube came out of the pit perfectly sound, it was sawn through the middle and split, and proved to be in a perfectly sound state; a certificate was affixed to the block by all the gentlemen present. At this examination the unprepared pieces were quite sound; reference was then made to Mr. Farrell, in regard to the specimens he had taken, who answered that the fibres of the prepared pieces which were still in his possession were tough and sound, and that the unprepared pieces were nearly *snuffy*. The cube is now in Mr. Kyan's possession, and the other pieces at Woolwich Yard. He stated that his preparation consists of 1lb. of corrosive sublimate to 10 gallons of water.

(Signed) *J. Hayes.*

18th April.

Mr. Kyan continued his statement: Trials of his plan are now in progress by the Ordnance Department, but there has not been sufficient time to decide on its effects as to the wood; it has however proved quite satisfactory as to cordage and canvass. These experiments commenced about September 1833, at Woolwich Arsenal, under the direction of Sir J. May. Fir boards for flooring have been prepared by him and laid down at Woolwich, as also canvas and cordage; these were put into positions to take mildew; the unprepared decayed, whilst those prepared by him were quite sound.

Ordnance experiment.

The new Custom-house at Bristol has been built of prepared timber; Mr. Smirke the architect.

Customs.

The Board of Woods and Forests have adopted this plan in preparing palings in the Regent's Park; all the timber in the National Gallery has been prepared on his plan; Mr. Wilkins the architect. It has been also used at the British Museum, by Sir R. Smirke; and at the Westminster Bridewell, two or three years ago, Mr. Abraham the architect, and Mr.

Woods and Forests.

Use in various buildings.

Mr. Butler the clerk of the works; also in the College of Surgeons, a committee of surgeons having minutely examined it prior to its adoption, architect Mr. Barrie; also at Fishmonger's Hall, Mr. Roberts the architect. Sir R. Smirke was one of the first architects who introduced its use. Messrs. Harris & Warner, in the borough, found their premises in a state of decay, and sent boards to be prepared for flooring in a house in which floorings had been renewed every three years, the prepared boards were put alternately with new unprepared boards; the prepared boards were first put down in 1832, they were of yellow American pine, and the unprepared of Baltic fir. Mr. Pearson, of Greenwich, had some fir boards prepared in August 1832, and put down in his vestibule with unprepared boards. Professor Faraday has made experiments with this process on cordage and canvas. Mr. Richards, of Wellington-street, Strand, has done the same. Mr. White, of Cowes, built, in 1834, a ship of 420 tons, called the Samuel Enderbey, belonging to Messrs. Enderbey, entirely of prepared wood; she is now in the South Seas, she was inspected by several gentlemen, and by Captain Gipps, who brought away some bilge-water. There have been two accounts from the ship since she sailed, one in lat. 6° S., crew all well. The ship John Palmer, was repaired by Mr. Rotch, sen. in 1834, with prepared timber. The Linnet packet is being partly built by Mr. White at Cowes, with timber prepared by himself on this plan. Mr. Kyan now produced the cube which had been put into the pit at Woolwich, split into three parts, with certificates and affidavits attached, which were read, and the two pieces put into the door-post at the Vinegar-yard, Old-street Road, about the same time; also specimens prepared by Mr. Butler, clerk of the works at the Westminster Bridewell; and of the prepared and unprepared floors in Messrs. Harris & Warner's premises; also of mahogany, steeped in the log and cut up by Mr. Ward, cabinet-maker, Fleet-street, and worked up into hand-rails immediately, which under the usual circumstances he stated would have required five years to season; also of Scotch fir prepared for sleepers for the Southampton Railway, (Mr. Giles, Salisbury-street, Engineer). Specimens were also produced of oak and fir, with certificates from Mr. Kyd, of Calcutta, showing the efficacy of the process to protect timber from the white ant, also of calico, canvas, and cordage prepared by Mr. Richards, of Wellington-street. He added, that casks made of staves prepared on his plan, were fit for use, on being submitted to an ablution of fresh cold water before they were used.

e in ships.

ecimens.

(signed) *John Hayes.*

(B.)

An Account of Timber in Capstan-hole belonging to Mr. Kyan.

A PIECE of English oak 12 inches square put in 9th June 1828, per warrant 5th June 1828; taken out 21st June 1831, per letter 15th June 1831, and reported to be sound by letter 22d June 1831. Put in again 29th September 1832 (out 15 months); taken out again 19th July 1833, split in two, one part taken away by Mr. Kyan, the other part put in again; taken out again 8th August 1833 (stated by Capt. Warren to be in consequence of a private note from Mr. Barrow), and taken to town by one of Mr. Kyan's friends.

Two pieces of oak 12 inches long and three inches square, and four pieces eight inches long and three inches square, put in 7th October 1831, taken out and examined 19th July 1833; put in again and remained till the Capstan-hole was stopped up.

Received 20th April 1835, from an inspector of Woolwich Yard of the name of Fuller.

(C.)

Received 20 April 1835.

THE pieces of timber prepared by Mr. Kyan are quite sound, except that of 12 inches square, which shows incipient decay, and is partially covered with fungus. The unprepared pieces are also sound; the prepared calico is partially decayed, and the unprepared canvas and calico completely so.

Mr. Kyan took away the prepared canvas on 19th February last, after it had been in the pit about five months; it was in a perfectly sound state.

29 May 1833. (signed) *O. L.* *R. A.*

Two pieces of oak put in August 1831, into the Ethalion, and taken out two or three times since.

A piece of English oak 12 inches square, put in the 9th of June 1828, taken out 21st June 1831, and reported to be sound, per letter 22d June 1831; put in again 29th September 1832. Added verbally:—Taken out 29th May 1833, and put in again immediately, and taken out again 19th July 1833, split in two, one part taken away by Mr. Kyan, the other part put in again; taken out again 8th August 1833, and taken to town by one of Mr. Kyan's friends.

(D.)

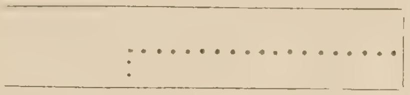
Question.—HAD he had any experience as to the extent to which the solution penetrated large wood?

This

This is the Answer.

My dear Sir, Stratford-place, 25 April 1835.

It did not occur to me till after I left you yesterday morning, that the object of your particular inquiry was in some measure ascertained by the use I have made of the *tanked* wood in my trials of it at Stanmore; for in many instances a large piece of the prepared wood has had a foot or more cut off from the ends; in other instances it has been morticed through, (a hole being cut through it,) and in some instances it, has had a piece cut out in this manner.



In each case the interior of the wood, to the depth of at least three inches from the surface, being exposed.

Yours, &c.

(signed) *Robert Smirke.*

(E.)

Memorandum.

Royal Carriage Department,
Woolwich, 28 April 1835.

No. 1.

In July 1833, Mr. Kyan solicited the Master General to have his patent process for the cure of dry rot, tried on materials made use of in the ordnance service, such as timber, canvas and cordage, the expense of which would be,

Timber, per load of 50 cubic feet, 20 *s.*

Canvas, bolt of 40 yards, 4 *s.*

Cordage, without tar, per cwt., 10 *s.*

No. 2.

In August 1833, I was directed by the Master General and Board of Ordnance to make trial of the process in the manner pointed out; viz., by placing the saturated and unsaturated materials beneath the floor of the old Cadet Barrack Hall, (much destroyed by dry rot,) and to be examined and reported upon at the end of 18 months and three years.

No. 3.

The report inclosed is the first at the end of 18 months, by which the Committee will observe the timber has not been exposed a sufficient time to give an exact opinion concerning the efficacy of the process as to that material; but the specimens of canvas and cordage shown, prepared with a solution of corrosive sublimate, appears good, while the unprepared have been acted upon by the dry rot, except one piece of canvas.

No. 4.

At the end of another 18 months, a second report will be made.

(signed) *J. May,* Inspector, R. C. D.

Sir, Royal Carriage Department, Woolwich, 25 March 1835.

According to your directions, I proceeded, on the 9th instant, with the deputy storekeeper and constructor of this department, and Mr. Terry, on the part of Mr. Kyan's patent, to examine the undermentioned articles, which have been 18 months under trial, and I have to report as follows; viz.:—

Placed in contact with, and under the flooring of the old Cadet Hall, which is much affected with dry rot.

" Prepared with Kyan's Patent:"

1	piece of	oak	-	24 inches long,	3 × 3 inches.
1	ditto	ash	-	24 - ditto	3 × 3 –
1	ditto	elm	-	24 - ditto	3 × 3 –
3	ditto	Memel fir,		23 - ditto	4 × 2 –
3	ditto	American fir,		23 - ditto	4 × 2 –

1 piece of white rope, 5 inches.
1 - - ditto - - 2½ –
1 - - ditto - - 1¼ –
1 piece of tent line or cordage.
1 ditto canvas.

With duplicates of exactly similar materials "unprepared."

We found all the rope, cord and canvas, that were unsaturated with the patent, had become more or less rotten, except one piece of canvas; but no material alteration in the wood, except in one piece of Memel, and one of American "unprepared," which, with their fellow pieces "prepared," Mr. Terry wished should be taken up, considering those two woods to be touched with "dry rot:" the other 14 pieces were left under the floor.

We then had the following pulled up out of the ground, into which they had been driven 15 inches, and the tops exposed to a southern sun, and to drip, &c. under the eave of a building; viz.:—

"Prepared with Kyan's Patent."

A piece of	oak	-	24 inches long,	3 × 3 inches.
Ditto	elm	-	24 - ditto	- 3 × 3 –
Ditto	ash	-	24 - ditto	- 3 × 3 –
Ditto	Memel fir,		23 - ditto	- 4 × 2 –
Ditto	American fir,		23 - ditto	- 4 × 2 –

And exactly similar pieces off the same woods "unprepared."

This trial appeared to have had rather more effect on the wood than the preceding one at the Cadet Hall; and as Mr. Terry wished all the pieces of wood which had been removed to be left to dry for a week, his request was complied with, and at the end of 10 days we saw them again, and only found materially damaged the one piece of elm which was "unprepared," whilst the one "prepared" was perfectly sound.

The whole of the pieces of wood, canvas, cord and rope that were removed, have been put back into their former situations for further contact to dry rot, and exposure, &c. agreeably to your communication to the Board, that a second examination may be made 18 months hence.

The wood used in the foregoing trial was on an average of about two years seasoning.

(signed) *Richard Hardinge*,
Assistant-Inspector Resident.

(F.)

Sir, Westminster New Bridewell, 17 February, 1834.

I ACKNOWLEDGE the receipt of yours on the 15th instant, and beg leave to say you may find me at the Westminster New Bridewell any hour of the day on Thursday next, when I shall be glad to show you the pieces of timber with your own stamp on them, and the duplicate pieces that have not been prepared in your solution, which will afford a very satisfactory result to any person.

The method I adopted to obtain these results was first of all to select a piece of defective oak, viz. a piece that had sap on one edge, and heart of oak on the other, to obtain a result so much the quicker.

If you examine your order-book, you will find that, on the 14th of September 1832, you received some tie-beams from me to prepare for the new prison; with them I sent five small pieces, to be prepared also for my own satisfaction. These pieces I received, September 28, 1832, as prepared by you. On the 30th of September 1832, I placed the aforesaid five pieces that had been prepared, also the five duplicate pieces that had not been prepared, in a dry-rot pit: and on the 30th of November 1833, I took the aforesaid pieces out, and left them in a dry office until the 14th February 1834, when I examined them, and obtained the most satisfactory result.

The whole of the pieces that had been prepared were as good as when first put in the rot-pit, both as to spine and sap; the duplicate pieces that were not prepared are so rotten in the sappy parts, that you can run a penknife through them; the spiny parts will, of course, take a longer time to give any result. I have sent two pieces of oak to the architect of the new prison; two pieces to my friend, Mr. Nowell, mason to His Majesty William IV.; and have also exhibited two other pieces, and explained the result to my friend, Mr. Armstrong, builder. This I have done with pleasure to myself, and I am glad it is to your satisfaction.

I am, &c.
W. Butler,
Mr. Kyan. Resident Clerk of Works.

(G.)

Sir, Dublin, No. 2, Ely-place, 10 May 1835.

HAVING been requested to attend in London during the next week, to give evidence before the Commissioners appointed to inquire into the merits of Mr. Kyan's Patent, for prevention of timber from dry rot, I beg to address you as the Chairman, to state, that being engaged to attend daily the Ecclesiastical Board now sitting, I cannot possibly leave Dublin before the 22d instant; but for the information of the Commissioners, I beg to state by letter what I could by personal attendance; viz.:—

That being in London in February 1833, and hearing of the trials that had been made, and that an inspection of them was to take place at Woolwich on the 19th of that month, I went down there, (being quite unknown to any parties interested in the patent,) merely to gratify my own curiosity, and to satisfy myself on a subject upon which, in my professional practice I was very conversant, having witnessed continually the dreadful ravages of dry rot in buildings.

There were present on this occasion, Professor Faraday, and several other gentlemen. The pit was opened, and the large block of oak taken out was perfectly sound. Afterwards two pieces of oak were handed from the pit, one prepared by Mr. Kyan's solution, and the other, a counterpart, not prepared; the former in a perfect state, the latter in an advanced state of decay.

I cut from each of those blocks thin pieces, and found that from the prepared was quite sound and tough, that from the unprepared was short and brittle. I took the pieces away with me: the prepared piece is in my possession, and at the present time preserves all its tenacity; the other had mouldered into powder and was thrown out.

If the Commissioners desire, I can send the specimen with this account attested, or if it be their wish I will attend them on a day appointed after the 22d.

I have, &c.

Captain Hayes, Royal Navy. (signed) *William Farrell*, Architect.

(H.)

MR. DANIELL reported that he had very carefully examined the three slices of the prepared timber delivered to him, with the view of testing the depth to which the mercury had penetrated.

For this purpose he cut with a centre-bit, from each of the three specimens, shavings to the depth of half the thickness of the wood.

They were taken at four equal distances from the centre; the first was at the distance of one inch from the extreme surface; the second at seven-eights of an inch from the first; the third at seven-eights of an inch from the second; the fourth at the exact centre. The three first specimens of each (viz. those taken at the distance of one inch from the extreme surfaces) were digested for 24 hours in dilute nitric acid. The solutions were all, more or less of a yellow colour, but gave no indications of mercury when tested with hydro-sulphuret of ammonia; neither did they afford any indications of that metal when tested by the voltaic test.

The shavings were then boiled for half an hour in the dilute acid, and both tests reapplied, but without any indications of the metal.

Hydro-sulphuret of ammonia was then applied round the edge of the blocks, when an irregular black line was formed upon each, varying in depth in the three specimens.

In the elm, the maximum of its depth was six-eighths of an inch.

In the oak, three-eights of an inch.

In the deal, not much more than one-eighth of an inch, certainly not two-eights.

Mr. Daniell is of opinion that these black lines indicate, very nearly indeed, the penetration of the mercurial solution; and the previous experiments with the nitric acid prove that no mercury existed at the distance of one inch from the exterior surface even of the elm.

The elm remained very damp after several days exposure to the dry air of his laboratory.

As no mercury could be traced in the shavings taken at the nearest distance from the exterior surface, it was not thought necessary to proceed with the examination of the others.

At the end of a week the blocks of deal and oak began to split upon one edge, and a large fissure was formed in the former.

(I.)

MR. FARADAY presents his compliments to Mr. Clarke, and regrets that he cannot be at the Committee on Tuesday (to-morrow); it is the day on which he is obliged by his duties to be at Woolwich, and though he does not leave town until after the hour mentioned, yet the preparation required demands his previous time and attention.

Royal Institution, Monday morning, 1 June.

Mr. Faraday thinks it may be agreeable to Mr. Clarke to know, that his impressions with regard to the general process, remain as they were, and are expressed in the evidence of the former meeting of the Committee. Mr. Faraday does not see anything in the results he sent to Mr. Clarke, which either adds to, or takes from the degree of confidence (guarded as it is in the evidence) which he at present puts in the process.

Sir, Royal Institution, 29 May 1835.

I HAVE hastened to answer your letter as soon as I possibly could make the experiments, but am much pressed for time at this period of the year.

In the *cube of elm,* the corrosive sublimate may be traced inwards to a depth from one-fifth to one-fourth of an inch, by the ordinary tests: by the test of voltaic action, I could trace it at the depth of three-fourths of an inch, and I think there were appearances at the depth of an inch, but they were doubtful; beyond that there were no indications.

In the *cube of oak,* the corrosive sublimate was easily found at the depth of one-fifth or one-fourth of an inch by the usual tests; but it was irregular, and apparently followed the fissures in the wood. By voltaic action I could not trace it quite so far into this wood as in the elm.

Cube of fir. The penetration here was in the smallest degree; the corrosive sublimate could be traced inwards about one-eighth or one-sixth of an inch, by hydr. sulphuret of ammonia, and about half an inch by the voltaic battery. The turpentine in the wood had probably been the obstruction to penetration.

From these results, I am inclined to think that what I found at the depth of four inches in Mr. Brunell's wood may have been carried in by the *saw,* as that piece was a sawn plank and not a cube. But I do not know the history of that piece, except as reported to me.

The bottles No. 1, and No. 2, contained the same proportion of corrosive sublimate in solution, and that was 176 grains to the imperial pint, as nearly as I could carry the experiment in the time I had to give to it.

—— Clarke, Esq. I am, &c.

(signed) *M. Faraday.*

(K.)

Royal Harbour of Ramsgate, 29 May 1835.

To His Majesty's Commissioners appointed to inquire into Mr. Kyan's Patent Process for Preserving Timber.

Gentlemen,

I BEG leave to state that upon the receipt of a letter from Sir William Curtis, relative to the report of Mr. Thomas Eglinton, on four piles drove by way of experiment at Margate jetty, I proceeded there to examine the same on the 21st instant, but I found that in the situation in which they are placed, only a small portion of them could be seen, except at low-water spring tides, therefore I could not inspect those parts where the worms would be most likely to attack the timber.

On the 26th, I went over again to Margate, and having prepared a stage I waited until low water, but the tide not ebbing off enough, I could not make any satisfactory observations.

I beg to report, that having gone over on the 28th instant, I found on the most accurate inspection I could make upon the two oak piles, that the worms have commenced on both, but the difference is most decidedly in favour of the prepared one, only a very small portion of it being yet affected; but the surface in some parts of the unprepared one is devoured by them nearly a quarter of an inch deep.

With respect to the two fir piles, they exhibit a much more convincing proof of the pin-worm's destructive effects, they having begun their havoc in several places on the prepared one; but the unprepared one is consumed by them about half an inch deep, nearly over the whole surface, about low-water mark; but the barnacles (about the same place) are much more numerous on the two prepared piles than they are on the others, and the cause in my opinion is, that the surface of the unprepared ones being so completely covered about low water with the pin-worms, prevents the barnacles adhering to them.

Respecting the large worm or borer, there is the appearance of a few of them having penetrated into each of the piles; but it is very seldom many of them are found above the low-water mark: the sea-grass and weed has attached itself also to the whole of the piles, and I am informed by Mr. Edwards, the engineer, that the said four piles were driven in their present position on the 25th and 26th February 1834.

I likewise beg further to state, that not being able to see the bottom of the piles, I am not prepared to describe how they are affected nearer the ground, the water being above six feet deep, and I believe it is seldom less than five; but judging from appearances manifested

manifested above low water, it is evident in my opinion that the most destructive effects of the large worm would be found to have taken place about the surface of the ground, consequently to inspect them thoroughly, the piles should be drawn, when they have been considered in their present situation a sufficient time to give them a fair trial.

I have, &c.
(signed) *Andrew Turnbull.*

Honourable Sir, Royal Harbour of Ramsgate, 31 May 1835.

I BEG leave to say, in reply to your letter of the 30th instant, as respects the comparative durability of the piles, prepared and unprepared; I have forwarded the specimens. You will perceive that in the fir prepared pile, the pin-worm has very considerable hold, while in the oak it has but just become perceptible. What its increased effects would be by the continual attack of the worms, it is difficult to say, but judging from the present appearance, as far down as can be examined, I cannot doubt but the prepared oak would last eight or ten times the period of the unprepared one; but you will readily perceive the increased damage in proportion, as respects the fir piles, which I should imagine would be about half the duration in time assigned to the oak.

As respects the borer or large worm, (as I before stated,) it is impossible to be certain without drawing the piles, as they give but little indication on the surface, although the heart may be completely honeycombed, and that generally takes place near the ground, and in this instance beneath our reach; and as respects the period when the said piles were drawn, it would as yet be hardly a fair trial.

I have, &c.
(signed) *Andrew Turnbull.*

P.S.—I will forward to you the sample pieces to-morrow, by the City of London steamboat, Captain Martin.

(L.)

Sir, Sheerness Yard, 1 June 1835.

HAVING in my letter of the 18th ultimo, in answer to yours of the 16th, respecting Mr. Kyan's patent process, stated that about the 27th, the tides would be sufficiently low to examine the experimental pieces of wood, I beg to state that none of the ebbs have been sufficiently low until this morning, and that for so short a time that one piece only could be taken off the wall; which one of the pieces that had neither barnacles or worms on it, and which proved to be one marked "Kyan's Patent," the letters being burnt or seared into the wood with a hot iron, it may not be unworthy of remark, seven barnacles had attached themselves to the burnt indents of the letters, all the other parts being free: the piece next to it, which there was not time to take off, and was of course the unprepared piece, has both barnacles and worms on it. I should have sent two of the pieces up, but not knowing of any opportunity offering, I had it replaced. Should the Commissioners require to have the pieces sent up for their inspection, perhaps they would give some directions how they should be forwarded. However, I shall embrace the first opportunity of a further examination. The number of the pieces are, four of fir of the same piece, two prepared and two unprepared, the size about six inches wide, three inches thick, and five feet long; two pieces of English oak, about 13 inches wide, five inches thick, and from two to three feet long: one piece of the oak prepared, and the other not. They are nailed at the foot of the sea-wall, near the entrance to the great basin.

I am, &c.
J. R. Clarke, Esq. (signed) *James Mitchell.*

Mr. KYAN'S PATENT.

COPY of Report from the COMMITTEE appointed to investigate Mr. Kyan's Patent for the Prevention of the Dry Rot.

(Mr. John Chichester.)

Ordered, by The House of Commons, *to be Printed,*
9 *July* 1835.

367.

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HAMBURGH COMPLAINTS.

RETURN to an Address of the Honourable The House of Commons,
dated 6 March 1835;—*for*,

COPIES of, and EXTRACTS from, all CORRESPONDENCE which has taken place, since 1823, between HIS MAJESTY'S SECRETARY of STATE for FOREIGN AFFAIRS and HIS MAJESTY'S CONSUL at *Hamburgh*, relative to GRIEVANCES complained of by BRITISH SUBJECTS resident in that City.

(*Mr. Hutt.*)

Ordered, by The House of Commons, *to be Printed,*
20 *April* 1835.

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HAMBURGH COMPLAINTS.

CORRESPONDENCE relative to COMPLAINTS made by BRITISH SUBJECTS resident at *Hamburgh*:—1824 to 1835.

No. 1.

No. 1.

Mr. Consul-General *Canning* to Mr. Secretary *Canning*; (with one Enclosure.)

(Extract.) Hamburgh, 23d January 1824.

THE inclosed Petition from British subjects residing here having been put into my hands, I hope you will approve of my not declining to transmit it to you. It is signed, however, by a large proportion of the British residents, of whom many are carrying on business here extensively and respectably; but it is to be remarked that, with the exception of Mr. Blacker, it is not signed by any member of the Old Factory, nor by Mr. Parish, who is undoubtedly in every respect entitled to be considered the first of all the British residents here.

I am, &c.

(signed) *Henry Canning.*

(Enclosure in No. 1.)

Enclosure in No. 1.

To the Right Honourable *George Canning*, His Majesty's Principal Secretary of State for Foreign Affairs.

The MEMORIAL of the undersigned British Subjects residing at Hamburgh:—

Sheweth, that—

IN the year 1266, Henry the 3d granted to the subjects of the Hanseatic Towns, the privilege of carrying on trade in London and other places in England, and the occupation of certain premises upon the Thames, called the Steelyard, an extensive wharf situate not far from the present Southwark Bridge.

From this date, the Hanseatic League had a comptoir in London, and their subjects were long in possession of the trade between England and Germany, but not exclusively, for it appears that English merchants were also residents for the purposes of traffic, in several of their cities.

The conflicting interests of the Hanse Towns and these English merchants, gave rise to many disputes, which frequently terminated in violence; so that various arrangements were necessary; and in particular a treaty was entered into, between the English Government and the Hanse Towns at Utrecht, in the year 1474; by which reciprocal privileges were stipulated for the Hanse merchants resident in England, and the English merchants resident in the Hanse Towns; and by it, the Steelyard was ceded to the former in absolute property. But it appears the treaty was not observed on the part of the Hanse Towns; for in the year 1552, Edward the 6th suspended the privileges their subjects enjoyed in England, in consequence of the wrongs sustained by the English merchants in their cities. Queen Mary soon afterwards reversed this proceeding of the Government of her deceased brother; but this step did not put an end to the disputes continually arising from commercial competition.

The trade of the English with Germany, and the Low Countries, was then carried on by an association of merchants, under the title of Merchant Adventurers, and all the English who traded to those parts were enjoined by the Government to enter into this fellowship, which was at first permitted to exact only 10 marks or 6*l.* 13*s.* 4*d.* for admission, but subsequently to increase this sum to 50*l.*, and afterwards to 100*l.*

Enclosure in No. 1.

These merchant adventures carried on a considerable trade in the Hanse Towns, and especially in Hamburgh; so much so, that the Emperor Rodolph the 2d was induced, in the year 1597, by the importunities of the Hanse Towns, to issue a decree, which was posted up with great formality against the Senate-house in Hamburgh, to the following effect:—"That as the English, by the sale of their merchandize, had until that time engrossed the trade to such a degree as to exclude the Germans from it, and as the longer permission of this would be of serious detriment to the nation, the English were forbid such trade for the future, under penalty of the confiscation of their goods, and they were ordered within a certain time to quit the territory of the empire."

The Hanse Towns were then in a great measure independent. The Reformation had been established, notwithstanding the repeated decrees of Charles the 5th, and several of their towns had not scrupled to become members of the Smalkaldic confederacy against him. But the edict against the English was immediately enforced; and it was followed by an order on the part of Elizabeth to the Germans residing in England, to withdraw from her territories; seizures of German property were made, and the lord mayor of London took possession of the Steelyard.

Many unsuccessful applications appear to have been made for the renewal of the privileges formerly enjoyed by the Hanse Towns in London, and the occupation of the Steelyard, which was retained by the British Government until 1618, when the Hamburgh Senate made a contract with the English company of merchant adventurers, granting them, as a return for the privileges enjoyed by their citizens in England, a comptoir, with certain privileges in Hamburgh, and the occupation of certain buildings for a church and other purposes, which it appears had been previously in possession of the English.

At that period of monopolies, trade of almost every description was carried on by incorporated and chartered companies, possessing certain exclusive privileges; and this company of merchant adventurers comprised, with the exception of a fellowship of merchants, entitled, "Merchants of the Staple," all who traded from England to Germany.

This is the origin of the British Factory in Hamburgh. In process of time, monopolies generally ceased, but the Factory remained in the possession of this company, and departing from the original manner of admission imposed by the British Government, a few individuals engrossed the privileges, which ought to have been common to all their countrymen.

In the year 1807, during the occupation of Hamburgh by the French, the Factory was abolished under circumstances we shall afterwards proceed to describe; the privileges granted to the English have ceased, and the buildings occupied by them are resumed by the Senate. The policy which dictated the ancient edict of Rodolph is still acted upon, for the English are not permitted to transact business in Hamburgh, or to reside in the town for any length of time, without being compelled to become burghers, by a process of fines and imprisonment, and under the alternative of expulsion from the territories of Hamburgh; and when burghers, they are no longer regarded by the Senate as British subjects, but only as Hamburgh citizens.

Those British subjects, whose affairs require their residence at Hamburgh, are devotedly attached to their native country; they are proud of the name of Englishmen; and it is with the most painful reluctance that they are obliged to contract obligations of allegiance to a foreign state—an allegiance, which may impose duties upon them involving a breach of the British laws.

As subjects of this State, they are compelled to enter the militia of the city, and to do personal military duty, and their children born in Hamburgh are subject to a conscription for the quota of regular troops, Hamburgh, as a member of the Germanic confederacy, is obliged to maintain. These duties are incompatible with the Act of Parliament passed 3d of July 1819, intituled, "The Foreign Enlistment Bill."

Although the privileges which British subjects ought to have possessed generally had been improperly ingrossed by the Factory, it is important also to observe, that the contract for its abolition in itself cannot be considered as valid,

Because the French occupied the city, and neither the Senate nor the Factory were sufficiently free agents to make the contract. In the original grant of privileges, the Hamburgh Government agree to give a notice of not less than six months, should circumstances compel them to annul the privileges granted; and no notice whatever was given.

Part of the members of the Factory had left the town, and the rest were compelled, by orders from the French authorities, to resign their privileges.

Even if this resignation had been voluntary, the few individuals present, who were but five in number, a small fragment of a fellowship of merchants once comprising several thousand persons, had no right to resign the privileges obtained on national considerations, without the sanction of His Majesty's Government.

It appears, that the abolition of the Factory was made conducive to the private interest of these five individuals, for a sum of about nine thousand pounds sterling, and an amount of 80,000 marks banco, received from the Senate, as a debt due to the Factory, have been divided amongst them, and appropriated to private use.

A further sum of 23,500 marks banco, belonging to the Factory, still remains in the hands of the Senate, burthened with the payment of several small annuities, most of which have already fallen in; and payment of this sum is promised to the persons before-mentioned, so soon as these annuities entirely cease.

The Hamburgh Senate must have been conscious of the invalidity of this transaction, because, for its own security, it has expressly stipulated with those individuals to pay over to them the whole property of the Factory, without any inquiry or investigation as to its amount, upon the condition of receiving a full and sufficient guarantee against any demand that on this account may hereafter be made upon the city.

Your

Enclosure in No. 1.

Your Memorialists, therefore, respectfully pray, That His Majesty's Government would be pleased to empower Henry Canning, esq., the resident Consul General, to conclude a treaty with the Hamburgh authorities by which the following objects might be obtained:—

1st. Permission to British subjects to reside and carry on business in Hamburgh, without being obliged to incur any allegiance to the Hamburgh Government, or compelled to undertake any military duties.

2d. In lieu of the buildings formerly in possession of the late Factory, other similar buildings for the use of the British, in return for the Steelyard in London, which is still in possession of the Hanse Towns.

3d. Repayment of the sum of 80,000 marks banco, held in trust by the late Factory, which your Memorialists think has been improperly paid to certain individuals by the Senate, together with the payment of the further sum of 23,500 marks banco, still in the hands of this Government, on releasing it from the pending annuities.

And your Memorialists also pray, that the sums so recovered be placed at the disposal of His Majesty's Agent or Consul General for the time being, assisted by a committee of five individuals, annually chosen, in trust for general purposes, and for the benefit of the British residing in Hamburgh.

Tho. Tatlock.
Wm. Kirkby.
W. Campbell.
J. B. Brancker.
George Wake.
Alex. Watson.
Wm. Miller.
Hy. Tatlock.
Wm. Marshall.
Richard Baines.
Wm. Falconer.
John Hector.
Alex. A. Gibson.
Jabez North.
Thomas Blacker.
Richd. Baker, Chaplain.
J. Brodie.
John Jackson.
P. Oakden.
Francis Carbutt.
Jas. Grierley.
Edw. John Bell.
Ja^{s} Brunton.
Andrw. Breakemadge.
John Diggles.
C. R. Silvester.
Peter Murdoch.
Osmond Gilles.
Thos. Bukitt.
T. S. Williams.
W. Hawley.
Andw. Young.
Geo. Blackburn.
Wm. Dodgshun.

Henry Ballin.
Quarton L. Delville
Danl. Jackson.
Will. Bradford.
Edw. Thos. Marsh.
C. F. Fisher.
Saml. Nickson.
Fras. Smithson.
Rd. Jackson.
John Roberts.
H. Vuvens.
John Macniven.
Thos. Robertson.
George Pow.
Geo. Batley.
Josh. Brown.
John Scott.
John Jepson.
William Auger.
Wm. Larke.
C. D. Alme.
Michael Scott.
James Smith.
Thos. Millington.
Wm. Griffin.
James Leake.
Wm. Prescott.
Wm. Drummond.
C. G. Grindlay.
J. Wilkinson.
William Wells.
Robert Willerton.
James Carter.
W. Macallum.

Faulkner Boyes.
W. Williamson.
James Whitelaw.
Edward Birch.
Thos. W. Mathews.
John C. Ramsden.
Robert Guthery.
John Peat.
J. Wilson.
Saml. Martin.
William Bottomley.
John Robert Leopold Guthery.
James Scott.
Robert Scott.
John Dobson.
Henry Wilkinson.
John Shaw.
T. Harrison.
James Wilson.
George Boggis, jun.
George Boggis, sen.
John Andley.
Benj. Dodson.
Thos. Goulton Hisleden.
Thos. Slater.
A. Taylor.
Jas. Black.
James Robertson.
B. Evans.
Jno. Roberts.
John Maude.
Andw. Hector.
Joseph Hatton.
John Brownfield.

Hamburgh, 10 January 1824.

No. 2.

Mr. Consul-General *Canning* to Mr. Secretary *Canning*; (with one Enclosure).

No. 2.

Sir, Hamburgh, January 23, 1824.

IN transmitting to you the inclosed Petition, I feel it proper to state to you, that having been elected to succeed my predecessor, Mr. Mellish, as the Chairman of a Committee appointed to regulate the concerns of the British Church Establishment here, I have considered it my duty to sign it in that capacity; I fully accord in what I deem to be its object, that of praying the assistance of His Majesty's Government to obtain for the British residents here a proper place for the public exercise of their established religion and a fund for the support of their clergyman, and in that view I earnestly hope it may be in your power, Sir, to receive the inclosed Petition favourably.

I have, &c.
(signed) *Henry Canning.*

Enclosure in No. 2.

(Enclosure in No. 2.)

To the Right Honourable *George Canning,* His Majesty's Principal Secretary of State for Foreign Affairs, &c. &c. &c.

The Humble PETITION of His Majesty's Subjects residing in Hamburgh,

Humbly Sheweth,—

THAT the British residents in Hamburgh had for several centuries enjoyed the free exercise of divine worship at a chapel in the possession of the British Factory, according to the rites of the English Episcopal Church.

That in the year 1806, when the French took possession of this city, the Factory was dissolved without the sanction of the British Government, whereby the British residents were deprived of the former place of worship and the services of a chaplain.

That from the year 1806 until 1814, the British residents had no opportunity of taking any effective measures for the due public exercise of their religion, or procure a suitable building instead of the former chapel, which, along with other houses in the possession of the Factory, was pulled down.

That your Petitioners, under an impression that His Majesty's Government would have afforded some assistance to them, made application to the Lord Bishop of London to recommend a chaplain, and that his Lordship was pleased to nominate the Rev. Richard Baker, whose stipend has hitherto been paid through the means of an uncertain subscription on the part of the British residents.

That the British residents are as yet in possession of no permanent place of worship, but have their service performed in a hall hired for the purpose, but which is neither comfortable nor respectable, and can only be palliated under the necessitous circumstances in which your Petitioners have been placed.

That, in consideration of the easy terms upon which the privileges of the Factory were surrendered, for which no equivalent appears to have been given, your Petitioners conceive that the Venerable Senate ought in justice, on application being made in the name of His Majesty's Government, to give for the use of the British residents a suitable building for the performance of divine worship, and a dwelling for the chaplain, instead of those formerly in possession of the Factory.

That for the payment of the chaplain's stipend and the other expenses attending the establishment, instead of relying on an uncertain subscription, and in consideration of the religious advantages derived by the numerous British seamen who come to the Port of Hamburgh, your Petitioners humbly venture to suggest to His Majesty's Government the expediency of levying a small tonnage duty on the British shipping entering this Port, in aid of the sums collected by subscription.

Your Petitioners therefore humbly pray, That you will be pleased to instruct His Majesty's Consul-General to take the necessary steps to procure from the Venerable Senate, in the name of His Majesty's Government, a suitable building or chapel for the performance of divine worship, and a dwelling for the chaplain; and that permission may be granted to lay such small tonnage duty or such other assistance as to your wisdom may seem fit toward the accomplishment of the objects of this Petition.

And your Petitioners, as in duty bound, shall ever pray.

Henry Canning, Chairman.
Rich^d^ Parish, Treasurer.
J. Brodie.
Tho^s^ Goulton Hisledon.
Jas Grieve, Secretary.

Acting as a Committee for the management of the affairs of the English Church Establishment in this City.
Hamburgh, 13th Jan. 1824.

No. 3.

No. 3.

Mr. Consul-General *Canning* to Lord *Francis Conyngham.*

My Lord, Hamburgh, 30th January 1824.

AS I am frequently called upon here to show, that the law which subjected the property of foreigners dying in this city, to a duty of ten per cent. payable to the "Zehn Pfenning Amt," and which lately has been rescinded, is also reciprocally disused in England, I take the liberty of praying, that I may be provided with answers to the following questions, namely:—1st. Whether the property of foreigners administered to in Great Britain is subject to any and what duty? 2d. Whether such duty or duties are the same as those to which the property of British subjects is equally liable, or in what respect they differ?

I have, &c.
(signed) *Henry Canning.*

No. 4.

No. 4.

Lord *Francis Conyngham* to Mr. Consul-General *Canning*.

(Extract.) Foreign Office, 26th March 1824.

IN reference to your Letter of the 30th January, I am directed by Mr. Secretary Canning to acquaint you, with respect to the queries contained in that Letter, that the Acts of Parliament which have imposed stamp duties on probates, administration, legacies and interests in distribution to next of kin, do not contain any exception in favour of foreigners.

No. 5.

No. 5.

Mr. Secretary *Canning* to Mr. Consul-General *Canning*.

Sir, Foreign Office, April 9, 1824.

I HAVE received your Despatches of the 23d January last, on the subject of the British Factory at Hamburgh.

His Majesty's Government are of opinion, that immediate appointment should be made of a commission to examine into and recover the proceeds of the dissolved Factory, and to investigate the grievances complained of by the British merchants; and that this commission should report on each of these points, through you, to your Government.

I have further to suggest that no application should be yet made to the Senate of Hamburgh, either respecting a place of worship or a residence for a clergyman; but that this question should be deferred until the Report of the Commission shall have been laid before His Majesty's Government, who will then be enabled to judge of the further proceedings which it may be expedient to adopt.

I am, &c.

(signed) *Geo. Canning.*

No. 4.

No. 6.

Mr. Secretary *Canning* to Mr. Consul-General *Canning*; (with one Enclosure.)

(Extract.) Foreign Office, 18th June 1824.

I TRANSMIT to you a Memorandum on the state of the law with regard to the inheritance of personal property of foreigners dying in this country; and I am to desire that you will procure and transmit to me an exact account of the state of the law on this subject in Hamburgh.

(signed) *Geo. Canning.*

Enclosure in No. 6.

(Enclosure in No. 6.)

MEMORANDUM.

No higher or other duty is paid by the personal estates of foreigners dying in the British dominions, or withdrawing their property from the same, under any circumstances, than is paid by British subjects.

No. 7.

No. 7.

Mr. Consul-General *Canning* to Mr. Secretary *Canning*; (with two Enclosures.)

(Extract.) Hamburgh, 2 July 1824.

I HAVE received your Despatch of the 18th ultimo, enclosing a Memorandum of the state of the law with regard to the inheritance of the personal property of foreigners dying in England, and desiring that I will procure and transmit to you an exact account of the state of the law on this subject in this country.

I beg leave, in compliance, to enclose the translation of a Letter addressed to me by the Syndic M. von Sienen, which states the present Law of Hamburgh on this subject.

(signed) *Henry Canning.*

(Enclosure 1, in No. 7.)

Enclosure 1, in No. 7.

The Syndic *V. Sienen* to Mr. Consul-General *Canning*.

(Translation.)

Sir,

Your letter of the 23d of this month, on the subject of the Hamburgh laws, respecting the property of foreigners dying here, I have the honour to reply to, as follows:

On the removal of property left by foreigners dying in Hamburgh and her territories, no deduction at all is made; but, in case of necessity, the Zehnten Office here provides for the security of property.

With respect to the property of those who have become Hamburgh citizens or belong to the Hamburgh State, when, either by emigration, inheritance, dower, &c. it is remitted into foreign countries without the States of the German Empire, the rule is, to take from it, as export duty, a deduction of 10 per cent. But in consequence of a decree, dated 12th June 1823, of which I enclose a copy, it has been fixed to discontinue that duty in regard to those States who shall observe a reciprocity.

I thank you for the communication of the memorandum respecting the British law in regard to the property of foreigners dying in His Majesty's dominions, or on the removal of it from thence, and I have the honour to continue to be, &c.

Hamburgh, 25th June 1824. (signed) *S. V. Sienen.*

(Enclosure 2, in No. 7.)

Enclosure 2, in No. 7.

SENATE and BURGHER DECREE, of the 12th June 1823.

The Repeal of the Ten per cent Duty, as concerns those States which do not belong to the German Confederacy.

At a meeting of their Excellencies the Senate and Hereditary Burghers, held on the 12th of this month, concerning the repeal of the Ten per cent Duty relative to States which do not belong to the German Confederacy, it was resolved,—

> That towards all States which shall observe a reciprocity, there shall be an exemption, so that neither an Emigration Duty on withdrawing, nor a Removing Duty on remitting inheritances, dowers or other capital shall be demanded; under which, however, is not reckoned the Collateral Duty which is paid on all inheritances here, even by citizens.
>
> That the reciprocity, however, if it be not declared notorious or decided, must be proved by the claimants.

The Senate has caused this to be printed and published, that every body may be acquainted with it, and regulate himself in such cases accordingly.

Done in Senate, Hamburgh, Monday 16th June 1823.

No. 8.

No. 8.

Mr. Consul-General *Canning* to Mr. Secretary *Canning*; (with one Enclosure.)

Sir, Hamburgh, 7th September 1824.

UPON the receipt of your Despatch of the 9th of April, which related to the Petitions sent from the British residents here on the subject of the Factory grievances and church establishment, and recommended that a Commission should be appointed to examine into the affairs of the Factory and investigate the grievances, and report on these points through me to the Government, I communicated the same to the parties who had signed each of the Petitions, as well as to the Members of the old Factory, who had not signed them.

A meeting of the British residents was immediately called by public advertisement, stating the object to be, to form the Commission recommended, and I was invited to attend it, and take the chair. I declined both, because I thought it better not to take so decided a part in the business at that period. The meeting was well attended, though not by the members of the Factory, nor by some of the most respectable of the old British residents here, and a committee was unanimously appointed, consisting of four persons, who had signed the Residents' Petition, and one, Mr. Brodie, who had signed both the Petitions. This committee immediately proceeded to the investigation required, and the result has been the Report, which, with various Papers forming an Appendix to it, I have now the honour to inclose.

Eight Papers, A to H.

The questions seem to be, whether the privileges of the Factory were originally obtained by interference of the British Government exclusively for a particular set of persons, or for all British merchants who acquired the necessary qualifications?

Whether it was in the power of the individuals enjoying these privileges by their own act to cause them to be taken away from all British merchants without the concurrence of the Government?

Whether

No. 8.

Whether the Government has sanctioned the act which took them away?

If not, whether they will authorize the restitution of them, or the grant of others in lieu of them, being claimed and insisted on from the Government of Hamburgh?

I am certainly disposed to doubt that part of the Report which supposes that British subjects are regarded with more dislike and jealousy in their commercial transactions, and treated with more rigour in their military attendance than others, or if there are any particular instances of dislike or rigour, they must be accidental, or the fault of the individuals immediately concerned, but cannot be attributed to national enmity. On the contrary, I am very much mistaken if the Government and citizens of Hamburgh are not much more favourably disposed towards the British Government and British subjects than to any others. Waiting for your further instructions on this subject.

I have, &c.

(signed) *Henry Canning.*

(Enclosure in No. 8.)

REPORT of Commission, on the Affairs of the Factory.

Enclosure in No. 8.

J. Brodie, *John Jackson*, *Francis Carbutt* and *Philip Oakden*, Esquires, to the Right honourable *George Canning*, His Majesty's Principal Secretary of State for Foreign Affairs, &c. &c.

Hamburgh, 23 August 1824.

In conformity to instructions received from His Majesty's Government through the medium of Henry Canning, esq. the Consul-General at this place, a public meeting of the British residents was held on the 29th May, for the appointment of a commission "to examine into, and recover the property of the dissolved Factory, and to investigate the grievances complained of by the British merchants; and to report on each of these points to the Government," when the undersigned were appointed unanimously, and Mr. William Falconer (at present unavoidably absent) by a very large majority, to constitute this commission.

In order to examine into, and recover the property of the dissolved Factory, the commission has made repeated applications to the members of the Factory, who are in possession of the funds, and of the papers and documents, but without effect.

These gentlemen affirm, that the funds of the late Factory are their private property, and do not conceive it can be the intention of Government to investigate matters of this nature. —(*Vide* Appendix A.)

A.

Deprived, therefore, of the means of stating the property of the Factory, and the manner in which it has been disposed of, from its own documents, the Commission proceeds to supply the deficiency from other sources of information; and the following statement, although not critically exact, will afford a general view of the subject:

1st. The Senate of Hamburgh, in the year 1567, and afterwards by the contract of 1618, granted to the English merchants, to enable them to assemble for the regulation of their affairs, extensive premises in the centre of the town, afterwards called the "English House," in which were the English church, and houses for the governor, secretary, and other office bearers. On the dissolution of the Factory, these premises were surrendered to the Senate without any equivalent, excepting that the governor and secretary, the housekeeper and beadle were promised houses rent-free for their respective lives, or a sum of money in lieu of such a privilege. The buildings are now pulled down, and the commission supposes that similar premises would at present be worth about £.15,000 sterling.

2d. In the year 1770, the Factory built a house upon a piece of ground leased to them by the Senate, on which the city treasury advanced the sum of 4,500 marks banco. On the dissolution of the Factory, this house was valued at 28,000 marks banco, an amount supposed to be much less than the real value. The Senate took it at this rate; so that, deducting the 4,500 marks banco advanced, there remained a balance of 23,500 marks banco. This sum is still in the possession of the Hamburgh authorities, as, in consideration of their being permitted to retain it, they engaged to pay several annuities to servants of the Factory. When these annuities shall fall in, they promise to pay over the amount to those members of the Factory who was present when the Factory was dissolved.

3d. The Factory were in possession of obligations upon the city treasury for 80,000 marks banco; this amount has been paid in four instalments of 20,000 marks banco each, to the members of the Factory present at its dissolution.

4th. Besides this sum of 80,000 marks, the Commission is informed there remained in the hands of the treasurer, Mr. William A. Burrowes, about 3,000*l.* sterling.

5th. Sums of money, at various periods, had been bequeathed in trust to the British Factory for the encouragement of young merchants; who, on giving good security, were entitled

Enclosure in No. 8.

entitled to the use of them without the payment of interest. At the time the Factory was dissolved, these monies, called Bequest Monies, were thus distributed:—

	£. Sterling.
Joseph Blacker, the court master	1,000
John Blacker	1,000
John Thornton	1,000
William Alexander Burrowes	1,000
George Smith	500
James Sturtevant	1,500
Together - - - £.	6,000

Mr. Sturtevant was not in Hamburgh at the time of the dissolution of the Factory.

6th. The organ and books belonging to the church were deposited in the care of Mr. Burrowes. The library of the Factory, and the church plate, Mr. George Smith took into his possession. The registers and other documents are with Mr. John Thornton. The present church establishment has been permitted to use the church plate and books, on giving an engagement for their re-delivery to those gentlemen who had assumed the possession of them.

Although after His Majesty's Government has advised the appointment of a commission to examine into and recover the property of the dissolved Factory, it might appear superfluous to enter into details to show that this property cannot be considered as private, and belonging to those persons present at the dissolution of the Factory; yet, as the conditions on which the Hanseatic cities still hold the premises called the Steelyard in London are thereby elucidated, the Commission thinks it requisite to state the following facts:—

In the year 1267 the merchants of Lubeck obtained a charter from Henry the Third, dependant as follows: Unless the burgesses of Lubeck shall withhold justice from English subjects aggrieved in that city.

In the year 1391 John Bebys was elected governor of the English subjects trading in Prussia, the Hanse Towns, and the adjacent countries, and the election was ratified by the king, who gave the governor full power to dispense justice to all the English merchants in those countries.

In the year 1399, King Henry summoned the Grand Master of Prussia, and the governors of several cities of the Hanseatic confederacy, to appear in person or by deputies before his council, to answer to the merchants of England, who complained that they were not treated in those places so well as their merchants were treated in England; though the express condition on which they obtained their privileges in England was, that English merchants should enjoy the like advantages in their countries. On the 22d March 1437, the commissioners of King Henry settled a treaty with the Grand Master of Prussia, the cities of Lubeck and Hamburgh, and the Hanse Towns, whereby the ancient privileges were confirmed on both sides.

By the Treaty of Utrecht, between King Edward the Fourth and the Hanse Towns, concluded in 1474, it is stipulated, that the merchants of England might trade to Prussia, and other places of the Hanse, as freely as in former times; and provision is made for the speedy dispensation of justice to the English settled in the Hanse countries.

From these facts, it is evident there were English merchants settled in the countries of the Hanseatic association, and protected by the English Government, previous to the formation of that society of merchants, known under the appellation of the Merchant Adventurers of England.

This society was not a joint stock company, but a regulated fellowship of merchants, each individual trading on his separate account, and was first chartered by King Henry the Seventh, with the exclusive privilege of trading to the Low Countries, and countries adjacent, in woollen cloth, at that time almost the sole article of export from England, with the condition that the society did not exact more than ten marks from any merchant for his freedom of the fellowship.

This charter was confirmed by succeeding monarchs, and the exclusive privileges did not cease until the reign of William & Mary.

The merchant adventurers first came to Hamburgh in the year 1567, and were cordially received by the city, to which the accession of trade they brought was a great advantage. But the other Hanse Towns were dissatisfied, and by their influence the English were compelled to leave Hamburgh; and in the year 1597 they were prohibited from trading in any of the territories of the German empire.

Upon this, Queen Elizabeth resumed possession of the Steelyard in London, previously granted to the Hanse merchants, and ordered these merchants to quit her dominions. A negociation between the English Government and the Hanse Towns took place at Bremen in the years 1603 and 1604, which, although it proved abortive at the time, sufficiently shows that the Merchant Adventurers were regarded as the only authorized English merchants trading to Germany; and privileges were stipulated for their society on national grounds. It also shows, that the Steelyard in London would only be re-granted to the merchants of the Hanse, provided buildings suited to the convenience of the Merchant Adventurers should be assigned them in those cities where they might think proper to take up their residence. (*Vide* Appendix B.)

B.

In the year 1611, an agreement was entered into between the Merchant Adventurers and the Senate of Hamburgh, which was afterwards explained and extended by the contract of 1618.

Enclosure in No. 8.

1618. In the first article of this contract it is stated, that for the benefit of the trade of the Republic, and in order to preserve the friendship of the English nation, a residence and privileges are granted to the Merchant Adventurers of England in the town of Hamburgh.

This contract existed until the period of the forcible dissolution of the Factory by the irruption of the French.

The Commission is not aware of the precise date when the Steelyard in London was again ceded to the Hanse merchants; but it is presumed this occurred in consequence of the above-mentioned contract.

Amongst the provisions of this contract, the duties upon the import and export of goods by the British merchants of the Factory were fixed at lower rates than the burghers paid to the town. A part of this difference of duties the members of the Factory contributed to the support of its establishment: these sums, and the fines on the admission of new members, were rather more than sufficient for the ordinary expenditure; and the accumulated surplus, together with the bequest monies, constituted the funds which existed at the dissolution of the Factory.

In closing this branch of its inquiry, the Commission is of opinion, that the British merchants have the same right to the occupation of buildings adapted to their convenience in Hamburgh, in lieu of the English House, as the Hanse Towns have to that of the Steel-yard in London; that the general funds of the dissolved Factory, proceeding as they do from privileges obtained for the Factory by the English Government, cannot, on any principle, be considered the private property of the five individuals who were present at its abolition; and that the appropriation to private use of the monies denominated Bequest Monies, by those to whom they were left in trust for other purposes, is a gross breach of good faith.

The grievances complained of by the British merchants, the investigation of which the Commission is charged with, proceed from the abolition of the Factory, and may be classed under two heads; viz. Grievances in relation to British trade generally; and the personal grievances of resident British subjects.

First. In relation to British trade generally:—

The commerce between Great Britain and Hamburgh is of very great extent, and a large proportion of it is carried on for British account and with British capital. The import trade of Hamburgh from the Brazils and the West Indies, which amounts to upwards of one million and a half pounds sterling in value annually, is almost altogether in the hands of British merchants.

Upon all goods sold in Hamburgh (with the exception of linens and some other articles of small importance which are free of duty) an import duty is levied of one and a half per cent. in current money on the value in banco of goods arriving by sea; and a further duty of one-eighth per cent. in the same manner, upon exports. Upon merchandize arriving by land, the import duty is but one-half per cent.

It is true that a free transit is allowed to all goods which are not landed for the purpose of sale; but, with this exception and those above-mentioned, merchandizes imported into Hamburgh, whether intended for the consumption of the place, or for exportation to the interior, are burthened with the duty.

The Hamburgh Government thus levy on British manufactures, and on goods imported from Great Britain, the ultimate destination of which is the interior of the continent, a very large revenue, and make an invidious distinction between goods received from France, Switzerland, Saxony, &c. by land, and goods arriving from Great Britain, which can only arrive by water.

The laws in Hamburgh relative to shipping are very different to those of Great Britain. British law directs the payment of freight on such goods as are chargeable by weight, on the weight delivered; Hamburgh law, upon the weight taken on board. Thus a British vessel, chartered to convey a cargo of sugar to Hamburgh, where the freight is payable, and arriving with the greater part of her cargo washed out, is enabled to recover from the British receiver the freight upon the weight shipped, making the owner of the cargo the insurer of freight against partial loss.

The same discrepancy exists in the laws relative to insurances. Many items are included in statements of general average in Hamburgh which are not recognized as coming under this head by English law. Statements of two cases of general average accompany this Report, (Appendix C.) in one of which the amount included as general average is five thousand one hundred and sixty-one marks seven shillings banco, of which British law only recognizes twelve hundred thirty-three marks banco. In the other, six hundred fourteen marks ten shillings banco is levied here, as the contribution of the cargo towards the general average, for which the under-writers in England are not at all responsible. The British proprietor of the cargo of a British vessel, if his insurance is effected in Great Britain, is thus liable to sustain heavy loss; a loss he can only avoid by effecting his insurances in Hamburgh, by which a considerable branch of the important business of insurance is withdrawn from Great Britain.

C

British shipping and British property, in passing up the Elbe for Hamburgh, are subjected to the duties imposed by the Hanoverian Government at Stade. Hamburgh shipping and property belonging to Hamburgh citizens, imported in Hamburgh vessels, are free of these duties.

Second. The personal grievances of resident British subjects.

The number of British subjects resident in Hamburgh is considerable; and by their exertions the extensive commerce betwixt Great Britain and Hamburgh is materially promoted.

Before they are permitted to reside and transact business in the city, they are compelled by the Hamburgh Government to become citizens by taking an oath of allegiance (Appendix D.) Although there is no express renunciation of a previous allegiance in this oath, yet the Hamburgh authorities consider that such is virtually resigned; and whilst the British residents, from their difference of language and manners, and especially owing to their large participation in the commerce of the city, are regarded with dislike and jealousy as strangers and interlopers, it is not supposed they have any claim to the protection of their native country.

D.

As citizens, the British are forced into the Burgher militia; and although the object of their residence in Hamburgh is commercial, and the greater part, perhaps all, would retire from the town in case of danger, they are compelled to do personal service. The commission cannot state in language too strong the disgust and repugnance with which the British residents regard this service; and these feelings are often increased by a belief that their occasional absences from duty are noticed with more attention, and punished with greater rigour, than would be employed against others. Hamburgh is a member of the Germanic Confederacy, and as such is obliged to maintain a certain number of regular troops. These are raised by ballot, and the children of British subjects, if born in Hamburgh, are liable to the operation of the law.

The Commission has alluded to the duties levied upon British commerce in a former part of the Report; it has now to explain the manner in which these duties are levied.

The value of goods subjected to duties is declared by the merchant upon his burgher oath. The Hamburgh authorities charged with this department have the power of summoning him before them, even after a period of several years has elapsed, to undergo examinations upon his declaration of value. They demand the production of his books and correspondence, and have the power of fining him to the extent of three times the amount of the difference which they may determine exists between the declared and the real value.

The British residents suffer peculiarly from the operation of this very inquisitorial and arbitrary tribunal. To be called upon to give explanations in regard to what they have deposed on oath; to have their books and papers for a period of years examined by a tribunal composed of their rivals in business; and upon its decision, to be subjected to ruinous fines, in many cases wholly unmerited, are grievances of a serious nature.

The laws of Hamburgh respecting the descent of property are different from those of Great Britain. The British residents cannot make their testamentary dispositions with the same freedom as in their native country.

The last grievance the Commission sees it necessary to specify, is the want of a suitable place for divine worship according to the rites of the Episcopal Church of England; and of sufficient funds for the support of a clergyman, and for the expenses of the establishment.

The room at present used for a chapel is two pair of stairs high; situate in an inconvenient part of the town for the seamen; and excepting on Sundays, used for balls, concerts and other purposes. The funds being derived only from voluntary contributions, are inadequate, and so fluctuating in amount as to render it impracticable to fix any permanent salary for the clergyman. (*Vide* Appendix E.)

E.

If some better provision be not made for the expenses, the Commission has reason to fear, that public worship in English, according to the forms of the Established Church, must shortly be discontinued.

To shew that the grievances complained of were effectually provided against by the contract of 1618, betwixt the Senate of Hamburgh and the British Factory, the Commission makes from it the following abstract, in the order of the grievances specified.

The 1st Article establishes a tariff of duties on imports and exports, by which British manufactured goods, and colonial productions from England paid little more than a nominal duty

Article 7th authorizes the Factory to appoint its own governor and officers, to settle all disputes which may arise amongst the English, by English law and custom, and promises the assistance of the Hamburgh Government to enforce its decisions.

Article 21st exempts the members of the Factory from all military service, from military contributions, and all imposts for military purposes.

Article 3d gives the members of the Factory all the privileges of citizens, and provides that those who import goods chargeable with duty are liable to a fine only to the extent of double the duty in case of erroneous valuation; or should they wilfully evade the duty, four times the amount of duty for the first and second offences; for the third offence, the goods are to be confiscated.

Article 36 provides, that testamentary dispositions may be made according to English law; and in the event of a member of the Factory dying intestate, that the governor shall take possession of the property for the next heirs; without any interference of the authorities of the city.

Article 19 provides for the free exercise of public divine worship in the English language. (*Vide* Appendix F.)

F.

The British Factory at Hamburgh were exempted from the duties levied at Stade upon British shipping, and British merchandize passing up the Elbe.

The Commission considers it requisite to relate the manner in which the Factory was dissolved; and the following particulars are extracted from a narrative by members of the Factory, which was presented to His Majesty's Government through Alexander Cockburn, esq. in 1815.

Hamburgh was occupied by French troops on the 19th November 1806. On the 21st the offices

Enclosure in No. 8.

offices and warehouses of the members of the British Factory were sealed by the French authorities; and the individuals present were arrested as prisoners of war. Arrangements afterwards took place which gave them a partial disposition over their property; and they were tacitly permitted to remain in Hamburgh, instead of being sent to Verdun.

On the 20th August 1807, they were ordered by the French commanding officer to renounce the privileges they held as a British Factory, and to dissolve their society. Their act of renunciation was three several times submitted to the French authorities, and returned by them as unsatisfactory. At length they were obliged to draw up this act as if proceeding from their uninfluenced wish to dissolve the relations the British Factory had with the city.

On the 3d September, the members of the Factory waited upon a committee appointed by the Senate, with the renunciation above mentioned, but accompanied with a document stating their wish that the final settlement of their rights might be postponed until a general peace. This the Hamburgh committee refused to receive; and threatened, if it was not suppressed, that the Senate would not grant the rights of citizenship, which were necessary to them to protect their persons and property against the French. On further remonstrance, the committee replied that the Senate had done as much as lay in their power in favour of the Factory, and were incapable of granting more, being themselves in a state of dependency. The members of the Factory could not do otherwise than submit, and on the following day they became citizens of Hamburgh. (*Vide* Appendix G.)

G.

On the 20th April 1808, a contract was made betwixt the Senate and these new-made citizens, by which they were permitted to appropriate the funds of the British Factory to their private use. (*Vide* Appendix H.) That this Government was aware of the irregularity of its procedure is evident from the following stipulation in this contract:—"That the whole property of the Factory, without any inquiry or investigation as to its amount, should upon their giving full and sufficient security against any demand that may hereafter be made upon the city, remain in their hands and at their disposal."

H.

The Commission is of opinion, that the abolition of the British Factory in Hamburgh under such circumstances, cannot be regarded as a valid act, and that the privileges, although for some time dormant, still exist.

The changes which a lapse of time occasions may render it proper that some of the articles of the contract of 1618 should be revised. The British merchants resident in Hamburgh do not wish to have unreasonable privileges which the native citizens do not possess; but such alterations it would be for the Hamburgh Government to propose.

The Commission submits with great deference to the superior wisdom of His Majesty's Government, that Henry Canning, esquire, the Consul-General, be directed to communicate to the Hamburgh authorities that the British Government does not recognize the dissolution of the Factory; and further, that steps should be taken to enable all British resident merchants to enrol themselves amongst its members.

The Commission also ventures to suggest, that the funds requisite for the expenses of the re-established Factory, and for the maintenance of public divine worship according to the rites of the Church of England, might be raised by granting to the Factory the postage of letters by the English packets from Cuxhaven to Hamburgh, and *vice versâ*. The conveyance of these letters until recently has been in the hands of a private association of Hamburgh citizens, called the "Amsterdammer Böten," but it is at present undertaken by the Government of the city, which derives from it a net revenue of about 3,000*l.* sterling per annum. The Factory could make the same arrangements with the British General Post-office as those which now exist; and as the Hamburgh authorities permit the existence of the Post-offices of the Empire, of Hanover, Prussia, Denmark, Sweden, Mecklenburg, &c., in their city, they can make no fair objection to the establishment of an English Post-office also.

J. Brodie. *Francis Carbutt.*
John Jackson. *Philip Oakden.*

Appendix (A. 1.)

Messrs. *Thornton*, *Burrowes* and *Smith*, to Mr. Consul-General *Canning*.

Sir, Hamburgh, June 4, 1824.

We find ourselves honoured with your kind lines of 1st and 2d instant, and, in consequence, we shall be happy to comply with your desire of receiving elucidations concerning the fate of the late Factory.

Its origin dates from 1618, when a contract was made between the members and this city of Hamburgh, and it was finally dissolved on the 20th April 1808, as per settlement with the city.

A narrative of the causes of the dissolution was sent through the medium of Alexander Cockburn, esq., to the Office of Foreign Affairs in 1815, to evince the compulsion it experienced.

In regard to the funds produced by the members, and to the employment of them, they conceive that they cannot be a proper object of investigation, as they never received any funds either from Government or from any individual out of their former corporation, so that no legal claim can attach to them.

No documents have been deposited in the city archives beyond the church register.

We have, &c. &c. &c.
(signed) *John Thornton.*
W. A. Burrowes.
George Smith.

Enclosure in No. 8.

Appendix (A. 2.)

Appendix (A. 2.)

Messrs. *Thornton*, *Burrowes* and *Smith*, to Mr. Consul-General *Canning*.

Sir, Hamburgh, June 14, 1824.

In answer to the honour of your note of 11th instant, we beg leave to observe, that we presume our reply to yours of 4th instant would have proved satisfactory; we alluded to documents which we presumed were in your possession; as you however require a copy of the narrative transmitted, through the medium of Alexander Cockburn, esq., to the Office of Foreign Affairs, we herewith have the honour to wait on you with the same.

In regard to the pecuniary affairs of the late Factory, permit us to repeat, that as they are private property we do not conceive it can be the intention of Government to investigate matters of this nature.

We have, &c. &c. &c.

(signed) *John Thornton.*
W. A. Burrowes.
George Smith.

Appendix (B.)

Appendix (B.)

EXTRACT from "The Hanseatic Chronicles" of 1748.

In the month of March 1603, a negotiation was opened in the town of Bremen by Mr. Minkovits and Count Ernst von Schaumburg with the English and the free cities; but as the English agents were more desirous to obtain the good will of his Imperial Majesty and the revocation of the Imperial mandates than to come to an agreement with the cities, the English, after much disputation, came to the resolution that the old franchises would not be regranted to the Hanse Towns, but it remained to be tried whether, at the intercession of his Imperial Majesty, new ones might not be ceded.

Hereupon the Imperial commissioners interpreted to the English the Bremen decree, by virtue of which they were at liberty, according to the treaty, to import their goods into Germany, and in consequence of which they had brought a good many cloths to Stade. In reply the English gave them to understand that it was not their fault if the negotiation was not agreed to on reasonable terms. During this negotiation with the Imperial delegated and sub-delegated commissioners, and as the business was nearly concluded, the Hanseatics brought forward some heads under which they had drawn up their franchises and privileges (rights?). The English held these heads not to be conformable to the true and old franchises, as may be seen from the following articles, and the answers of the English to them.

Hanseatic Articles.

Among the privileges which were sought to be restored and confirmed, and which were exhibited and brought forward *in probante formâ* during the negotiations of the commission, are principally to be found:—

1. The Steel-yard and other privileged houses in the kingdom of England, with all their appurtenances and (privileges) rights?
2. The jurisdiction, as stated in the privileges, and the persons necessary to the Hanse college, and to the courts of justice, agreeably to the statutes of England.
3. The free importation into the kingdom of England of all kinds of merchandizes from whatever country or place they may come.
4. The free export of all kinds of merchandize to whatever countries or places the Hanseatics may choose (excepting to the known enemies of the Empire).
5. The free trade of the kingdom, and in the city of London, at the public place called Blackwell Hall.
6. Exemption from all charges and duties, and also from all imposts which are not mentioned in the privileges.

ANSWER of the Envoys or Delegates of the King of England.

1. As regards their franchises, they abide by their assertion that the Hanseatics have lost all their franchises and privileges by their own fault, and according to judicial decree. Nevertheless, if, at the intercession of his Imperial Majesty, and in consequence of the assurances given by the Hanseatic college, immunities regarding trade should be obtained from his Majesty the King of England, and a large and suitable building for carrying on their trade should be ceded to the Hanseatics in those towns where they reside, it must be upon the condition that a similar residence and convenient houses to carry on their trade be ceded and given to the Merchant Adventurers. When the Hanseatics shall have shown what houses, with their appurtenances, and privileges belong to their residence in England, a further and more explicit answer shall be given them.

2. Further, the jurisdiction (or the right of jurisdiction), not by virtue of the franchises, but as highly necessary and by custom received and admitted, in order to maintain their own officers and every other matter which the statutes of the college require, provided that similar jurisdiction be granted to the Merchant Adventurers at the places of their residence.

3. The free importation of all goods, the produce of their own country, as has been customary and allowed to them in former times, provided a similar right be granted to the Merchant Adventurers.

4. The free exportation of all kinds of goods, and of a certain number of cloths, from England to their towns in Germany, inasmuch as similar right of exportation be given to the adventurers from Germany.

5. Some immunities from duties and customs might perhaps be granted to the Hanseatics, not by virtue of the franchises which they had lost, but in order that the ancient friendship between his Imperial Majesty and the King of England might be maintained, in honour of the Emperor and as a new grace and favour, of which the English delegates did not entertain a doubt.

In the year 1604 the assembly of the Hanseatics at Lubeck endeavoured to form a plan of a new confederacy. During the same year, at the meeting of the Hanse cities, an embassy to France, England and Bergen, was debated and agreed to by the towns of Lubeck, Cologne and Hamburgh.

Appendix (C.)

STATEMENTS of Cases of General Average.

Appendix (C.)

(Translation.) Hamburgh, April 25, 1824.

By the annexed document of the Tribunal of Commerce of this free Hanse Town, dated April 4, 1824, is to be seen that, at the requisition of Captain Joseph Tousey, personally appeared before the same, William Erowrhan, mate, William Garten, second mate, Alexander Smith, carpenter, and Thomas Johnson, sailor, who, after making oath, solemnly protested and declared, that they, deponents, on the 7th December 1823, sailed from Bahia in the brig Lycurgus, under command of the beforesaid requirent, laden with sugar, and bound for this port; that on the 8th and 9th of the said month they had strong breezes and high running sea, whereby a great deal of water was washed on deck, from which time to the 14th January of this year, nothing particular happened, except that now and then some water had come on the deck; but that, from that day to the 17th ditto, they had encountered heavy gales and swells of the sea, and that they had continually water on deck; that also from the 25th to the 28th of the same month, they had heavy gales of wind and a very high sea, whereby the vessel laboured very hard, and shipped a great deal of water on deck; the 17th ditto, they passed the Western Islands; on the 30th ditto, it again became to blow excessively hard, continuing with little intermission to the 10th of February, during which time part of the bulwarks was stove away, and two staunchions were broke, by the sea continually striking over the deck, thereby also forcing through the bulkhead of the cabin-steps and skylight into the cabin; that they had twice been obliged to heave to, on account of the sea running excessively high, which prevented their proceeding on the voyage; that the weather had been too misty to allow an observation for ascertaining their latitude and longitude; that on the 10th, they fell in with a manned boat, and were told she came from Mounts Bay, and that the men had read in the newspaper the Elbe was frozen. Under these circumstances, and because by the darkness of the sky they could not expect to be able to make the land, they considered it for the best of ship and cargo to take a pilot out of the said boat, and to steer for Cowes in the Isle of Wight; which place they reached on the 12th, and where, owing to contrary winds, they remained until the 1st March; on this day, after taking a pilot on board, to bring the vessel to the mouth of the Elbe, they left Cowes with a fair wind, which, however, lasted only a few hours; that in the continuation of their voyage, they incessantly had encountered very stormy weather and high running sea; on the 7th March they had made Heligoland; meanwhile, they had all the time, and as occasion required, taken proper care of the pumps; after which, they on the 8th ditto, had arrived in the Elbe, and having got a pilot out of the galliot the same day, at Cuxhaven; on the 9th ditto, being cleared of the quarantine, they sailed up the river, when the vessel struck on the sands of Blankenese, from which, with the assistance of a tow-boat, she, after two tides, got clear; and on the 12th March was safely fastened to the palings in the port of this town, where, until the 27th ditto, the entire cargo was discharged.

If after unloading the vessel it has been discovered, that part of the cargo, or, according to statement, more than half thereof has been damaged, and that, after separating those less damaged, still 40 chests of white, and 60 chests of brown sugars are found to be heavily damaged, they, deponents, protest and declare, that it is by no means owing to them, nor that any damage has been occasioned by mistake or carelessness of the mates, nor by unableness of the vessel, but that it is solely owing to her hard labouring and shipping of seawater.

Deponents further protested and declared, that when they sailed from Bahia, the vessel had been tight, staunch and strong, properly equipped for sea, the pumps and masts provided with coats, the hatches with tarpaulins, and that the cargo had been stowed by stowers belonging to the place, and properly dunnaged with wood.

And Deponents further protested and declared, that they have acted honest and faithful, that nothing of the cargo has been pilfered or put aside for their use or to enrich themselves, and that nothing thereof has been sold, either for money or the value of money, nor bartered, given away, divided, secretly landed or put on board of other vessels; and that they neither do know nor do believe that the remainder of the ship's crew, being 11 in number, have in the least embezzled any part of the cargo.

Enclosure in No. 8.

Appendix (C.)

The expenses occasioned by putting into Cowes, getting the vessel off the sands and quarantine charges, have been formed into gross average, and regulated as follows:

Amount of Cargo, Ship and Freight.

Messrs. Feilden, Jackson & Co. 400 chests of Sugars	Mks Bco 59,600
Brig Lycurgus, as coming from Sea, estimated as per Document, Ccy. 18,000, or	14,400
Freight, after deducting seamen's wages	11,600
	Mks Bco 85,600

Amount of the gross average according to adjoined accounts of Mr. R. M. Sloman, Ship Broker.

Bill of Messrs. Winholt, Davies & Co. in Cowes.

	£.	s.	d.	£.	s.	d.
To pilotage from the Lizard to St. Alban's Head				15	4	6
Ditto to the Needles	£. 3	3	–			
Ditto to Cowes	3	7	6			
To allowance for three extra days to the pilot	1	2	6			
To pilotage to sea	3	7	6			
				11	–	6
To light money				14	3	4
To clearing at the Custom House				1	1	–
To notary, day for entering protest				1	5	8
£.				42	11	–

At the exchange of 37s. 7½d. and 25 ⅞ per cent. currency banco	635	9	–
To pilotage to the Elbe, as per receipt currency banco 456 l. 13 s., does not belong to the gross average, the pilot having been on board.			
To quarantine charges at Cuxhaven, for examination, &c. as per bill	65	12	–
To a boat to assist in getting the vessel off ground, as per receipt	32	–	–
To entering and extending protest	26	–	–
To the shipwright elders, for estimation of the vessel	12	–	–
To a boat to bring them on board, currency 12 thereof	–	8	–
To his commission	15	–	–
Ccy banco	786	13	–
at 25 ⅞ per ct. Ccy banco	625	1	–
To serving notice of gross average Cy 8 at 25⅞ „	–	6	–
To making up this dispatch	256	13	–
To the poor to equalize	–	8	–
Cy Bco	882	12	–

REPARTITION.

The aforesaid Bco Cy 882 12, shared on the capital amount of Bco Cy 85,600 gives Bco Cy 1½ per cent. which are to be paid by:—

Messrs. Fielden, Jackson & Co.	Bco Cy 59,600	Cy Bco 614 10
Brig Lycurgus	„ 14,400	„ 148 8
Freight	„ 11,600	„ 119 10
	Bco Cy 85,600	Cy Bco 882 12

In testimony whereof, I authorized dispatches, have signed this in my own hand-writing, and affixed my seal on the outside thereof. Hamburgh, April 21st, 1824.

(signed) *John Henry Melhop,*
pro vera copia.
(L. S.) (signed) *John Henry Melhop.*

Appendix (D.)

BURGHER OATH.

Appendix (D.)

I vow and swear to God Almighty, That I will be true and faithful to the Senate and the Town; that I will promote their interests, and avert danger and prejudice from them as much as may be in my power; that I will not occasion any sedition or uproar against them either by word or deed, and if I hear of any thing of that kind I will give due notice of it; that I will also pay the annual taxes, Turks tax, duties and excise, &c., and every thing else imposed and raised by the Senate and legal assembly of Burghers, as soon as notice has been given to me. So help me God and His holy word.

Enclosure in No. 8.

Appendix (E.)

Appendix (E.)

REPORT of the Church Committee.

Sir, Hamburgh, 23 July 1824.

I am directed by the Church Committee appointed for the regulation of the affairs of the English episcopal establishment in this place, to acknowledge the receipt of your letter to me, under date the 1st instant, and to acquaint you that the establishment has hitherto been supported by voluntary subscriptions.

In 1820	the subscriptions amounted to -	marcs banco 5,484	6
1821	- - ditto - - - - - -	4,756	12
1822	- - ditto - - - - -	5,029	–

which enabled the committee to provide a salary of marcs banco 4,500 to the chaplain. In 1823, the subscriptions and collections only amounted to marcs banco 3,610, from which the chaplain received as salary marcs banco 2,400. The sum subscribed for 1824, exclusive of collections, amounts to marcs banco 3,495, from which it will appear, that the means raised are very inadequate as well as uncertain. It is the particular wish of the committee that a suitable chapel, as well as a residence for the clergyman, should be provided; and they conceive that 700*l.* (seven hundred pounds sterling) will be requisite for the general support of the establishment.

Since the Lord Bishop of London was pleased to appoint and send over a chaplain to the British residents here, no proper place of worship has been provided; and the service of the church is at present performed in a hall, on other occasions employed for concerts, which will be argument enough as to the necessity of a chapel being provided, and which the committee are desirous should be obtained by right and not by sufferance; and placed on the same independent footing as that of the late Factory, and to be entirely under the protection of the British Government.

The Hamburgh Government have made frequent applications that the establishment should come under their control, which the committee have not taken any notice of, still anticipating that His Majesty's Government would take the necessary steps to provide a chapel, and the means of supporting the establishment.

I have, &c.

To F. Carbutt, Esq. (signed) *James Grieve*, Sec.

Appendix (F.)

Appendix (F.)

CONTRACT betwixt the Company of Merchant Adventurers of England and the City of Hamburgh, concluded June 2, 1618.

Be it known to all and every one of whatsoever rank or condition, who may read or hear read the present document, that we the Proconsuls, Consuls and Senate, in pleno of the city of Hamburgh, do hereby publicly declare to have entered into treaty through the respectable and esteemed gentlemen, Mr. Richard Gore, wurtmaster, Mr. William Breren, treasurer, Mr. John Bladwell, Mr. William Baldwin, Mr. Thomas Baylie, and Mr. Joseph Averie, secretary commissaries of the above-mentioned company, and the respectable and esteemed gentlemen, Mr. Sebastian Brandt and Mr. Vinienz Moller, secretary, our commissaries, on certain regulations and statutes, which have been found requisite for mutual advantage, and to have agreed on the following articles; wherefore the aforesaid adventurers, and such subjects of the King of England who will join them, whether they are personally here or will be represented by their agent, for the purpose of trading, will be permitted and admitted, and it is conceded and promised to them as follows:

Art. 1. Whereas it appears serviceable, not only for the general commerce of our Republic, but also for the maintenance of good friendship with the English nation, that the merchant adventurers of the English company should have a fixed residence in Germany, we have permitted and conceded to the said company, and to all adventurers who thankfully accept of and enter into this contract, that they from the present henceforth shall have and continue their residence and trade in this our city of Hamburgh, free, secure and tranquilly, and that they may bring and sell their goods and merchandize of what kind soever in this city, and also to purchase and export others, on paying the usual duties, viz. one shilling currency for every piece of English cloth, and for other goods, whether English or not, such duties as hitherto hath been paid by the adventurers; and that the company may know what kind of goods we permit to be imported or exported, we have caused the same to be explained in the following article.

Art. 2. Secondly, we promise, that notwithstanding the said company and the members thereof may freely import and export different kinds of goods and merchandize, they may not bring such goods, which according to our regulations, laws and public edicts, nor by old custom and the privileges and liberties of the city are inadmissible in the city, on the Elbe, and in our territories, under penalty of forfeiting such goods and merchandize. The said company may export out of this city and territory, by sea or land, and at their convenient time, without hindrance or obstruction, all their household furniture, jewels, neckchains, gold and silver, minted or unminted, wrought or unwrought, horses, mares, gold and silver trappings, registers, books, manuscripts, and all their chattels, packages and merchandize, of whatever shape, quantity, quality or value, nothing excepted, whether dead or alive (except what is prohibited by means of this privilege), provided they pay the duties thereon. And that the

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said company may be informed of such goods as may be exported or not, be it known, that it is not admissible to buy up and export by sea, corn which has grown on either side of the Elbe, as far as the sea, which corn, in conformity to old conventions with the neighbouring towns and countries, must be brought to Hamburgh, Bremen, Stade, Baxtehude, or into Holstein, there to be sold. Neither is it permitted by the privileges of the city and ancient custom, for any of our citizens nor to aliens, to carry by our city, wine, corn, cloth, wood or any other goods or merchandize, whether coming up the Elbe from the sea, or downwards from Bohemia, Saxony, the Mark, Magdeburg or Mecklenburg, our city being the emporium, and the duty being to be paid there, they must stop in our city, and sell there their goods. It is also under heavy penalties not permitted to any body to export barley whether malted or not malted. With regard to wheat and to corn grown in the Mark, Magdeburg or other countries above Hamburgh, and brought down the Elbe, our citizens who have bought the same may sell one half thereof to aliens (provided the city be not in distress, or dearth existing); but the other half must remain in the city. But with regard to corn, barley only excepted, which has been imported by sea from England, France, Burgundy, Poland, Prussia, Dantzic, or from other places, the said company, as well as our citizens, on paying the customary duty may re-ship the same to any place whatever. Guns and ammunition may, in time of peace and until a general prohibition, be exported by the said company, as well as by our citizens and other inhabitants, provided they are not carried to the enemies of the Roman empire. In conformity to the customs and statutes of the city, it is further not permitted to bring into the town or territory by sea or by the Elbe, or from neighbouring places, beer of whatever description, or wherever brewed, nor may any deals or oak timber, with exception of wainscotting and clap-boards, be carried away from this town or territory on pain of forfeiting not only the wood and the beer, but also of other penalties according to circumstances (but not to be understood as interfering with what has been conceded to the company by Art. 22.); with regard to beer not coming from sea, it shall remain as has been customary.

Art. 3. With regard to coverings of packages or wrappers, it shall be kept the same as in England; the company and adventurers shall be on the same footing with respect to the custom-house and its privileges as our citizens, and shall also enjoy all privileges and immunities regarding trade which are in our power to grant in our city and territory, and as our citizens at present enjoy, or hereafter may enjoy, provided the following Articles are not thereby injured. We have also granted and hereby grant to the company, that notwithstanding goods may be omitted to be reported at the collector's of the customs, or be wrongly reported, the owner thereof shall not be liable to penalties or confiscation of goods; but if any one of the company should have wilfully done it, he shall pay the duty and moreover four times the same, but if done by neglect or erroneously, then only the duty shall be paid double; however if any body should for the third time wilfully defraud, then such goods as have not been reported shall be confiscated. Whatever disputes may have arisen or may arise concerning duties and other imports betwixt the officers and one or more members of the Court, shall be decided by our deputies in a summary manner.

Art. 4. We further enact, that after the duties or imports have been paid, the owner being of the company, in so far he remains the proprietor of the goods at the exportation thereof, shall not pay any more duties than our citizens pay or must pay, provided that under the signet of the company he certifies that the goods are his own. If any alien should buy cloth or other English merchandize of one belonging to the company, he, at the exportation thereof, shall not pay any more duties than if he had bought it of one of our citizens or inhabitants, to wit, for every piece of English cloth, whether dyed in England or undyed, four shillings currency.

Art. 5. No master of a vessel shall unload before he has delivered, either himself or his clerk, the manifest of his cargo to the officer of the customs, and nobody shall land goods before the duties are paid, nor send his goods to the boom or to the gates for exportation, unless the duties are paid.

Art. 6. We further will give a safeguard to the company and adventurers, as well as all dependent thereon (as being under our special protection, with their effects and merchandize), in our city and territory, in such a manner that all members of the said company who reside and trade here shall be protected against all injuries and molestations; therefore if any body in this city and territory should unlawfully arrest their persons or attach their goods, or molest them, such person shall be severely punished *in terrorem* to others, and in an exemplary manner; and if such an event should happen out of our jurisdiction, we, by requisition, will claim justice and the execution thereof for them.

Art. 7. For the more convenient continuation of trade, and that we may be exempted from many daily complaints and difficulties, we concede to the company (the same as has been done in other places), that out of their merchants resident here, they may elect and appoint in this city a respectable man to act as their governor or deputy of the company, representing all the other members, and to adjoin to him others of their members, either their eldest or others, as assessors and officers, whom we empower to act as a Court of Law, and to decide all litigations of whatever nature that may arise between Englishmen, either by an amicable settlement, or without any tedious law-suit, by an award in conformity to the statutes and usances of the company; and what has been thus decided and ordered, shall be fast and binding and be put into execution. This is however to be understood as referring merely to disputes

disputes in which both parties are Englishmen, and not to such wherein other aliens are equally concerned (as is enacted by the following); as also in causes which concern the government of the company, whether civil or otherwise, and recognized by the royal charter of the company, we concede to the company, their court-master or his deputy, and to those assessors which shall be present, all such jurisdiction as is granted by the royal charter over all and every member of the company and every other English merchant, whether belonging to the company or not, in such a manner as to govern and punish all and every one of them; provided that thereby our pretensions against such Englishmen as may be murderers, adulterers, thieves or guilty of other crimes, shall not be curtailed, but that they shall be dealt with according to our statutes and usances; or in case any body should act contrary hereunto, or oppose and be inobedient to the court-master, his deputy and assessors, and being in this city or in our jurisdiction, the burgomasters and magistrate will assist, as far as possible, the court-master, his deputy and assessors, to render the same obedient, or according to the privileges which His Britannic Majesty has granted to the company, to force such person to appear and to submission, for which purpose the constables, prisons and whatever else may be requisite for the infliction of punishment, shall be lent to the company, who is to defray the expenses thereof, or otherwise punish the person according to the sentence of the court-master, or his substitute and assessors.

Art. 8. But if any one of our citizens, inhabitants or other alien should have a civil lawsuit against a member of the company, it shall be at his option whether he will try the cause before us or before the court-master, or his substitute and assessors; and if the plaintiff should choose to bring the action before us, the defendant shall without delay appear and submit like the plaintiff to the decision of the court of law of the city; if however he brings the action before the court of the company, he shall remain contented with their verdict; but if any Englishman should have a just claim against a citizen, inhabitant or subject, or against an alien who is not an Englishman nor belonging to the company, except it be not against a subject of the duchy of Holstein, who, according to old conventions, must be sued at his place of abode, unless he has contracted and engaged to pay in this city, it shall be brought before us, and both parties shall submit to our decision, and, unless they appeal, conform to it; and in order to give the speediest execution thereof, we grant unto the said company, and to the members thereof, that in all causes of liquid debts or demands (*i. e.* such debts or demands as can be proved by sure and unfalsified writings, or which the debtor has acknowledged), on producing the original vouchers, the plaintiff may bring his suit in a summary manner; and that within four sitting days of the court, after the defendant, having been properly summoned, having replied, it shall be decided, and the verdict be put into execution according to the laws of the city. But if, notwithstanding, the defendant should endeavour to obtain delay and make evasions, it shall not be admitted, nor shall any exceptions such as—the debt had been paid, or that the verdict had been given before, or that it had been compromised by a new contract annulling the former, or on account of prescription or usurious interest, or any other proof, be admitted, unless brought forward within the term before mentioned; but with regard to exceptions which require more information, and which cannot be brought forward within such a term, they shall be left *ad reconventionem*, and the gainer of the suit shall meanwhile give security, or the money awarded to him shall remain deposited, until the decision at the reconvention; and we also appear that all causes which may not appear equally liquid, shall be as quickly decided as it is possible without any unnecessary delays; and for this purpose we grant to the company and members, that whenever any one thereof (being sued or suing) has to, or must, appear in either our upper or lower courts of justice, his procurator, without any difference whether it is his turn or not, shall be heard before all others; and if any procurator should be found out to have by management procured delays and evasions, he shall seriously be fined, or even be dismissed from his office; and in the same manner shall be punished such officers who have to execute their verdict, and should be found neglectful therein.

Art. 9. We further concede to the company, that whenever at the request of the court-master, or any of the members, or by our or the prætor's commands, any person has been arrested, or goods have been attached, the officer shall not, without the court-master's consent, release the person or goods, on pains of being made responsible for the amount.

Art. 10. We promise most faithfully, that the English merchants, as well in public and common as in private concerns which may come before our courts of justice, after hearing both nations and parties and their arguments, shall find justice administered in the promptest manner, without any prepossession or partiality. If any person should become insolvent, that his effects must be divided amongst his creditors, there shall be made no difference with regard to book debts; and if no mortgages exist, then the later bonds shall have the same right with older bonds, and consequently bills of a later date shall not be inferior to those of an older date.

Art. 11. It is also granted to the said company of merchants, that in all civil causes they may appear and plead, either themselves or by means of their procurator (unless the nature of the cause requires their personal appearance and answer); and their evidence, on oath, shall be equally valid with that of our citizens, inhabitants and other aliens, in and out of court; but exceptions against persons or goods shall remain reserved for their declaration.

Art. 12. It is likewise promised, and we pro-consuls engage, not to grant an *induet moratorium dilatione*, or the like, to any debtor, whether citizen, inhabitant, subject, Englishman or other alien,

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alien, if prejudicial to the English merchants, unless they give their consent (reserving, however, our Stat. part. Lit. 43. art. 9.); but that after the request being made, the person and goods of a debtor who may be insolvent or fugitive, or suspected, shall be arrested by our officers, and imprisoned if necessary, and not be released without the consent of the impetsator; and in all such and other cases, the merchant adventurers shall enjoy the same rights and benefits as our citizens, according to the privileges and agreements which are made or may be made with the said company; nevertheless that by this article none of the others shall be prejudiced; and consequently we also allow to the company and merchants, that in case of liquid demands on giving security by means of other merchants of the said company, they may exercise the right of arrest and attachment.

Art. 13. We have also granted and hereby do grant, that no person belonging the said company shall be arrested, either in this city or territory, on account of debts or civil misdemeanors, nor that his goods shall be attached, before sentence is passed on him, without the knowledge and consent of the court-master or deputy; but if any Englishman cannot find bail, nor give security, he shall be lodged in the town prison in the same manner as a citizen.

Art. 14. If any person belonging to the company should be arrested not *ex officio*, and without being formally indicted, but only on the accusation of criminality by some other person, he may require our town fiscal to arrest the accuser, who shall remain in custody until sufficient evidence is obtained in proof of the fact, unless he releases himself by bail; if this is not done, the Englishman shall immediately be set at liberty, and the expenses shall be paid, by the accuser, or by the person who has caused the arrest.

Art. 15. If any one of the said merchants or their dependents should in this city or territory commit any act (which God forbid) by which his life becomes forfeited, his property (except in case of high treason) shall not be confiscated, but be left to his lawful heirs; likewise his principal's or other friend's goods which may be found in his possession shall be kept at the disposal of the lawful owners, though the crime be ever so enormous, and even high treason. Likewise shall a third guiltless person never be arrested or molested for any third person's crimes or debts, unless that third person has been privy to the crime, or has given security for the other, rendering thereby himself and his property liable.

Art. 16. If it should happen that any Englishman in this town or territory should be insulted, wounded or slain, we will immediately endeavour to have the perpetrator arrested, and he shall for an example to others be severely punished, as we shall generally and faithfully protect every Englishman and his property against assaults and molestations.

Art. 17. We also have granted and hereby do grant, that if the aforesaid company and members thereof should be robbed, either secretly or openly, of any goods, they may, after proving their property and on paying the expenses of the imprisonment, vindicate their goods, if found in the possession of the robber or in the market for sale, without having been alienated.

Art. 18. And for the sake of establishing a good order of things, we have given to the said company a certain place and a privileged house, which we will keep in repair, to use and enjoy with citizen's rights, and where they may freely, securely and without hindrance assemble as often as they please, to execute their regulations and laws, administer justice, and transact all other business themselves concerning; provided nothing be done prejudicial to his Imperial Majesty, to the Roman Empire, and especially to our city.

Art. 19. The said company, their merchants and other individuals of the English nation, residing and trading here, may, in the same house, freely, without hindrance, and in the English tongue, perform their religious duties, have the Gospel preached, the Holy Sacrament administered, and other religious rites exercised, but in a peaceable manner, without giving any public scandal; they likewise may in a decent christian-like manner bury their dead in the churches ar churchyards of this city, without paying more funeral expenses than our burghers.

Art. 20. We will further take care that the citizens and every body residing in its territory, shall demean themselves modestly and peaceably towards the merchants of the company and their servants; nor shall any of our ministers be suffered to preach against the religion and rites of the English nation, nor asperse or stigmatize them.

Art. 21. The said company and their members and servants shall be exempted from mounting guard and garrisoning where and whenever it may be, and from all contributions for that purpose, as well as from all other civil imposts, whether real or personal, and from all other burthens and taxes, likewise from subsidies which may be imposed on the citizens, inhabitants and subjects in general, for guards, posts, garrisons, and the like, whether already imposed or as may be imposed in future; on condition, that in time of war and during a siege, or in case of mutiny, they shall neither assist the Senate, nor in any manner whatever side with the enemy.

Art. 22. We concede and grant, that besides Hamburgh beer, beer brewed in England and all sorts of wine may be consumed without paying the excise duty in those two houses where the common tables are kept, and in the household of those merchants who have their private houses. Provided, that the publicans of the company shall not sell beer or wine to any other person, neither wholesale or retail; and in order that under pretext of such liberty no fraud injurious to the commonwealth may be committed, the company and every member thereof shall produce and leave at the Excise Office a ticket, signed by the court-master or his secretary; and whoever should omit it shall be fined. The broker and other servants and such

such as are not merchants adventurers shall pay the usual excise duty as well on beer as on wine.

Art. 23. The aforesaid merchants shall be at liberty to sell their cloth, wares and goods whenever they please, and at any time or day (holydays excepted), as well to our citizens and inhabitants as to other aliens and outlanders of whatever people or nation they may be, and to treat in return with them for commodities they may have brought hither for sale, and consequently carry on an open trade without any difference whatsoever.

Art. 24. No Englishman belonging to the said company shall dye or dress in this town or territory any cloth except in such a manner as is done in Frankfurth and Upper Germany; and such cloth shall not be sold to any alien in this town, but must be sent to Leipzig, Frankfurth or Upper Germany and there be sold; but cloth dyed and dressed in England is allowed to be sold by said company and its members, to whom it likewise shall be permitted to dress and dye kersey in different colours; and in order to promote the frequency thereof, we promise to assist therein, as well as to do our best to protect the company in the English cloth trade, and in the maintenance and execution of their regulations, which for the better and more effectual continuation of the cloth trade have been made or may be made in future, and also whatever other regulations agreeing with equity and reason may be established.

Art. 25. The said merchants are not allowed to sell any cloth by ells or by any similar measure, but only in wholesale, either by bales or whole pieces, on pain of confiscation of all such cloth; however, this is not applicable to fine cloth which any member of the company may have had dressed for his own use, and of which he may sell small quantities to his companions.

Art. 26. To promote a better and fair trade it will be necessary to employ certain brokers to make the contracts, and the company may also appoint measurers, packers, porters and other necessary servants in the manner they shall think fit. They shall take before us and the company a certain oath, according to the nature of their office, by which they are to be guided; and it shall be particularly enjoined to them to act honest and faithful, and to be impartial as well to our citizens and all aliens as to aforesaid merchant adventurers.

Art. 27. If any broker, measurer or other sworn servant as here above enumerated should behave improperly or dishonest, he may be dismissed or otherwise punished by the company; but we reserve to ourselves to judge and punish such a servant if he should be guilty of a gross transgression.

Art. 28. Every contract made in the presence of a sworn broker, two creditable witnesses, or in any other fair manner, and concluded by means of an earnest penny, shall be fast binding and lawful.

Art. 29. No broker shall demand brokerage unless he has personally been present when the contract was made, and handed the earnest penny; nor shall measurers receive any pay unless they actually have measured.

Art. 30. We also have permitted and hereby permit, that the court-master and deputy may serve as hosts to the company, and to appoint as many others as may be necessary for the transaction of the merchants' business, and for the providing of entertainment to their servants and dependants; and if they find cause they may remove such hosts and appoint others, who shall, like the former, enjoy the privileges of our free citizens as far as regards the company.

Art. 31. The company shall not pay any higher wages to their carriers, boatmen, porters and other workmen whom they may have occasion to employ by land or water than our citizens, and enjoy alike with them all privileges, immunities and usances in making use of the town seals, nor pay any higher weigh-money but what has been fixed by general consent.

Art. 32. We promise likewise, that the said company and every individual thereof shall now and henceforth be exempted from paying ground-rent, wharfage and anchorage.

Art. 33. We have also conceded, that no cranage shall be paid by the said company and merchants for all such goods as may be landed or shipped by means of the crane, much less that it should be forcibly asked of them; if the crane-master should contravene herein, or receive pay by means of his substitutes, he shall immediately refund the same.

Art. 34. We order and command, that if through neglect or carelessnees of the crane-master and his crew any damage or injury should happen to the effects and goods which are shipped or landed, the crane-master shall be answerable for all such damage and injury, and shall be forced by us to make restitution.

Art. 35. No shipmaster shall exclusively pretend to the company's goods and merchandize, but every one of their merchants may, without contradiction, in town or country, employ any boat or barge to bring his goods to and from large or small vessels, whether they belong to their nation or to any other country, town, or province soever.

Art. 36. We grant and give full liberty and power to all those aforesaid merchants who may be desirous of making their last will in this town or territory, to testate according to the forms and customs of their country, and whatever has thus been testated shall be firm and binding, and shall punctually be executed after the decease of the testator. The inheritance of such as may die intestate shall be delivered to the next heir and friends by the intermedium of the court-master or his deputy, and the assessors of said company without any deduction; nor will neither we, nor shall the orphan-master or any other institution claim any right or authority over the person or property of minor children which may be left orphans.

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Art 37. We will likewise endeavour, as much as lies in our power, to cause a regulation of coinage, and that a fixed and immutable standard of gold and silver coin be ordered and confirmed in such a manner that nobody, under the heaviest penalties, dare violate them against the constitution and statutes of the Roman empire.

Art. 38. Every cause treated and transacted before the court-master or his deputy, with the assistance of the assessors, and attested by the signature of the court-master, or treasurer, or secretary, under the company's signet, shall be equally valid in our forum and jurisdiction as if the same had been transacted and attested before us or before our Senate. And if a justification in matters contained in this charter, or concerning the validity and confirmation of the privileges should happen to arise, and if it should be necessary to copy and produce any part of this charter in testimony and proof, it shall not be requisite to employ a notary nor any body else for that purpose, nor to exhibit the original of this charter before any body; but, if necessary, the court-master or his deputy may empower the secretary or his substitute, or other officer of the company, to take an extract of so much thereof as may concern the subject of misunderstanding, which, attested under the company's signet, shall have the same validity as if it had been done by a notary or other public person.

Art. 39. If any vessel belonging to our town or territory should be wrecked, or goods, having been thrown to lighten the vessel, should be found on shores under our jurisdiction, the said company shall also have herein all the rights and privileges of our burghers, and we will not only do our best to assist in similar distress, but also take every pain to save ship and goods; and if therein we succeed entirely, or partly, the merchandize and effects shall be restored to their lawful owner on paying moderate and equitable salvage; but if any one of our subjects should dare to ask an exorbitant reward for goods saved from a shipwreck, or forcibly seize the person or goods of any Englishman, he shall be imprisoned or suffer other arbitrary punishment; and we promise, also, that we will readily assist the company as far as we can if the shipwreck should happen on a neighbouring territory on the Elbe.

Art. 40. We will take care to provide the company and merchants with sufficient barges and covered lighters, at a fixed and moderate rate, to carry their cloth and merchandize to and from the larger ships in a commodious and safe manner; and also to clear as much as possible the Elbe near and below Hamburgh of gravel and sand, that the navigation may become more safe. We will also depute some respectable citizens, who, at the request of the said merchants, shall endeavour to rent for them, on as moderate terms as possible, houses, inns, workshops, cellars, warehouses, and what else they may be wanting.

Art. 41. We stipulate, order, and respectively interdict, that none of the said merchants, their dependants, nor ship's crews, shall throw ballast or coarse sand in any part of the Elbe; whoever trespasses against this regulation and command shall pay a fine of twenty Rix dollars, Rhenish gold guilders.

Art. 42. We desire and order that every shipmaster or clerk of vessels belonging to our citizens and inhabitants, or of foreign vessels carrying English merchandize from England to this town, shall, on arrival, and before reporting the goods at the custom-house, produce the coquets thereof *in statu quo*, first to us or our deputies, and afterwards to the court-master of the said new company; and if any body should be found to have had goods which are contrary to the privileges of the company, or to have them still, he shall, being citizen, inhabitant, or other alien, at the desire of the court-master, before us or our deputies, but if belonging to the company, or being an Englishman, before the court-master or his deputy, clear himself by oath, that he has had no other goods on board his vessel but those expressed by the coquets, nor to have landed such goods in any harbour or on any shore of the Elbe, or anywhere else. If the merchants of the company should, in case of necessity, require of us an extract of the custom-house registers, to ascertain when such goods have been delivered, such extract shall be made out by the custom-house officer without malice, and be shown to the court-master or his deputy, to prevent the said company being defrauded in her privileges or wronged in her liberties. Should any of our citizens, inhabitants, or any foreigner, lend his name, sign or mark, or affixing the same to, or offering English merchandize as his own, in order to cover and conceal before the comptroller of the custom-house any cloth or other English goods brought by English merchants from England, he shall be condemned to an arbitrary fine; and whenever the court-master or his substitute shall have knowledge, strong suspicion, or receive information, that goods belonging to an Englishman are hidden by any of our citizens, inhabitants, or their dependants, or are protected by his name, and consequently declared free, such goods shall be attached until the citizen, inhabitant or dependant has duly proved and certified on oath that those goods are his own or his principal's property, or are belonging to him and his partners, and consequently not belonging to any other person, and particularly not to any Englishman, and that such goods, when bought in England, shipped, and brought to Hamburgh, had been his property, should, in the course of time, such a declaration on oath be found false, he shall be so severely punished as to set an example to others. And in order that the merchant adventurers may derive more advantage of these privileges, and that others may not have or take an opportunity to participate therein against our reciprocal will and intention, it is agreed and enacted, that none of the company's merchants shall lend his name, sign or seal, to any other person, that by presenting them he may acquire any liberties and immunities; and none shall assist, either openly or secretly, in infringing on this charter on pain of suffering an arbitrary and severe punishment, which, without fail, we shall inflict on any person who may act contrary to this. We will not permit that any subject of the King of England unload

unload or introduce into our city or territory any merchandize of whatever denomination, grown or manufactured in this dominion, or anywhere else, without having previously obtained liberty of the company, signified to us by the court-master or his deputy; and if any such subject should act thereagainst, his person and effects shall be seized and dealt with in conformity to his Majesty's Royal charter to the company, and we will afford every assistance of our own, or of our officers, to the said company, whenever it is required or dictated by reason.

Art. 43. The said company promises, that as soon as possible, she by all that is in her power will endeavour to procure a law from His Britannic Majesty, that no Englishman shall land any goods in any other port, or on any shore of the Elbe, much less to discharge the cargo there.

Art. 44. We further agree and grant, that none of our citizens, inhabitants, or foreigners resident here or in England, shall bring or send from or to England any goods belonging to merchants of the company, or to any other Englishman, on pain of an arbitrary fine, which we will impose on our citizens and on those under our jurisdiction; but persons who are English subjects we leave to be judged by the company, according to the tenor of the Royal charter; other goods not belonging to the company nor to Englishmen may freely be brought or sent to and from England by our citizens, inhabitants, or by other aliens, whether resident here or in England.

Art. 45. We promise and consent, that all and every article and liberties which we grant hereby, or which may be granted hereafter, shall truly and faithfully be kept, and that they shall be enjoyed by the company and merchant adventurers as long as they have their residence here in peace and tranquillity; for which purpose we will give to the company, under our secretary's signature, a tariff of the duties and weigh money, as also the rates of wages of porters, carriers, waggoners, measurers, scale-masters and other workmen, payable on receiving or sending off of goods, whether by land or water; and if these rates are paid, no other charge shall be made.

Art. 46. We intend and promise, that we, Proconsuls and Senators, will annually, within eight days after St. Matthew's-day, summon before us in a convenient place the custom-house officers, crane-masters, measurers, sworn brokers, waggoners, carriers and other similar servants and workmen, and explain to them in a plain and public manner the privileges of the company as far as it regards their office and work, and to enjoin them that no one shall make any more demand or take from the English merchants but what is due, according to their rights and published privileges, nor that any of their substitutes or servants shall do it, on pain of being severely punished and corrected.

Art. 47. But should we resolve or no longer be able to concede and allow to the said merchants the residence and commerce and the free exercise of all these articles and agreements, whether on account of war (which God forbid) or any other unforeseen event or accident, or on account of its being no longer consistent with our situation, we will with due and becoming solemnity give timely notice thereof, and within six months, in order that they may remove themselves, and their merchandize and effects, and whatsoever belongs to them, shall remain under our protection against all force or evil deeds. Should, on the other side, the company choose to leave the town, either on account of war or other unexpected calamity (which God forbid), they shall have liberty at the expiration of six months to leave the town and territory peaceably, free and without hindrance or injury, with his dependents, companions and all their effects, only paying the duties for their merchandize; and if any one or more of them should choose to remain within our town or territory after the departure of the company, and carry on the trade, like those English merchants who did not belong to the company, he or they shall be treated the same.

Art. 48. In case any misunderstanding should occur concerning the liberties and agreements or articles granted to the company, we will in explaining and illustrating the same judge with such good will and equity that the company shall not charge us with inequity or severity, but be satisfied with our proceedings; and if ever it should happen that some hindrance might oppose the free exercise of the company's liberties in any point or article, the burgomasters and senators then being shall, after it is signified to them by the company, appoint two trustworthy men, who shall enter in treaty with two deputies of the compagnie for the adjustment of such hindrance and decide thereon; but if they cannot agree, then the matter shall, by means of an umpire chosen by these four deputies, be brought to the speediest conclusion.

Art. 49. If either party should think proper to annex other articles to the preceding, they shall be adopted by the other side, if considered right and useful.

Art. 50. The aforesaid company has stipulated by the present document that they never had a thought that the present treaty of liberties conceded to them can affect, injure, prejudice or curtail other grants, privileges, custom or interest which to the company or to the English nation have been conceded by the Hanse Towns or other, whether by agreements, treaties or covenants between their gracious King or his predecessors and the Hanse Towns and others.

Art. 51. In return, we, Burgomasters and Senate of the city of Hamburgh, for ourselves and in the name of our successors and subjects, do hereby most solemnly reserve, that all we have agreed, concluded and ordered with the said company of the English nation in the before-mentioned or in any other manner, or what in future we may agree, conclude and order,

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order, in whatever manner or form it may be done, shall not be prejudicial or injurious to all and every privilege, liberty, right, grant, immunity and custom, of whatsoever name, which has been granted or conceded either to the Hanse Towns or especially to our city of Hamburgh, or their citizens, inhabitants and subjects, whether in England or in any other parts.

In testimony and further confirmation of all which has been agreed and concluded by the preceding articles, to wit, that the company of merchants adventurers, shall not only enjoy all liberties and privileges specified therein, but that all those they have had heretofore, with all their dependants in this city of Hamburgh, shall remain in future in full force as if they had been expressed herein in their real and literal sense; two originals of this document of equal tenor have been made out, the one of which, attested by the signature of the commissaries' own hands and by the signet of the company, has been delivered to us for keeping, and the other, attested by the signature of our secretary and the signet of the city, has been delivered to and accepted by them.

Done and concluded in our city of Hamburgh, the 2d day of the month of June in the year of our Lord 1618.

(signed) *Rich^{d} Gore,* Court-master.
Wm. Breren, Treasurer.
John Bladwell.
Thos. Baylie.
Jos. Averie, Secretary.

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Narrative of Proceedings against the Company of Merchant Adventurers of *England*, residing in *Hamburgh*, in consequence of the occupation of that City by the French Troops, in the year 1806.

It was on the 19th November 1806, when Marshal Mortier, at the head of a body of about 6,000 men, French troops, entered the city of Hamburgh, and took possession of it in the name of the Emperor Napoleon. This unexpected event created general consternation, but did not alarm the members of the British Factory more than the rest of the inhabitants, as they were not apprehensive of any fatal consequences arising to them in particular from that arbitrary measure, being under the immediate protection of the town, in consequence of an existing contract, which could not be violated without an infringement of those laws hitherto considered as sacred amongst civilized nations. But on the 21st November (after an order had been published that the holders of British goods were to make a declaration of the same, under pain of military execution), the houses of the different members were surrounded by military force. Several officers entered the same, sealed the offices as well as the warehouses, placed sentinels before them, and brought away the following members: Mr. Governor Blacker, Mr. John Blacker, Mr. John Thornton, Mr. George Smith, Mr. W. A. Burrowes and Mr. Secretary Cotsman, conveying them on foot, under military escort, to the chief of the staff, General Gaudino, who, after having identified their persons, informed them that, by order of the Emperor, they were prisoners of war, and as such they might expect shortly to be transported to Verdun. Upon this declaration, the members represented to the General that they were under the immediate protection of the town, enjoyed the same rights as the citizens, and were entitled to claim the same security of persons and property. This statement of facts served to no purpose, and the members were compelled to yield to superior force. They were then conducted with the same military escort to the Eimbeck-house, a building belonging to the town, where they were kept in close confinement. On the 22d November, in the morning, Colonel Bazancourt, vested with the command of the town, called upon the prisoners, and conveyed the message that the French authorities were inclined to afford them some relief, and that in consequence they were to attend him at General Gaudino. On their arrival, the General informed them that, in order to alleviate their situation, Marshal Mortier had dispatched a messenger to the Emperor, and that until his Majesty's pleasure was known, the Marshal would accept their word of honour to stay within the limits of the town, and appear, whenever called upon, to proceed to Verdun; that further, they were to make an exact declaration of all the goods contained in their warehouses, and that to this effect the seals would be taken off, and the sentinels removed from their offices, but that the seals of the warehouses were to remain in the same state. Every intercourse with England was rigorously prohibited, which prevented the members from making an official report of their situation to Government. Mr. E. Thornton, His Majesty's minister, being absent at the time, the members promised what was required, and on their withdrawing, they individually received a guard, who strictly watched all their motions, a measure of precaution which was oppressive as it was humiliating to men of honour.

The members, after having somewhat tranquillized the apprehensions of their families, thought proper to address the Senate, requesting their good offices in representing the nature of their rights to the French authorities; in reply to which they referred the members to Syndic Von Sienen, as the person with whom they might deliberate on the subject. Meanwhile the members made a declaration of their goods, amounting in the whole to marcs banco 420,000, or 35,000 *l.* sterling, transmitting an official report of this proceeding to the Senate, to which, however, no reply was made on their part. A deputation of the Factory now waited upon Syndic Von Sienen, and on recommending to him their concerns in the strongest manner, they received the assurance that the Senate would use every effort on their behalf.

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Several days elapsed without any favourable change taking place in their present situation, and suspense becoming every moment more intolerable, they renewed to the Senate their application for relief, and implored a more active intercession, which, however, produced only vague promises, devoid of any success. In the mean time Marshal Mortier left the town with part of his troops, and the command devolved upon General Laval, who, on the 7th December transmitted to the prisoners an order to set off for Verdun on the 9th December, under a military escort. This unexpected order caused much alarm, and induced the members to use every means they could devise to obtain an audience from General Laval, in which they succeeded; and having represented to him the urgency of a longer delay, he granted the same up to the 14th December, adding, that in lieu of sending them under military escort, he would be satisfied with their word of honour to proceed to Verdun at the appointed time, and to present themselves to the commanding officer there towards the 8th January. The members employed this short interval of time in redoubling their entreaties to the Senate, and succeeded (through a private channel) in obtaining the good will of M. de Bourienne, the French minister, who intimated that he would use his influence to its full extent in order to serve the Factory. During these negociations General Laval was called to the command in Mecklenburgh, and proceeded there on the 11th of December, after having provided the members with written instructions to set off for Verdun on the 14th of that month. He was replaced by General Michaud, to whom a memorial was presented by the members, requesting a further delay. But this General being only recently arrived, and without positive instructions in regard to the Factory, he only gave hopes, without granting any positive assurance, promising, however, to consult M. de Bourienne on the subject. Moments becoming precious, the assistance of the French minister was again implored, who on the same day informed the members, that under his personal responsibility they might defer their journey until further orders. M. de Bourienne, not satisfied with that act of benevolence, promised to use his endeavours to represent the rights of the Factory in the proper light to his government; he at the same time prevailed upon the commandant of the place to deliver the members of the inconvenience of a guard constantly attending them. That officer in consequence withdrew the soldiers on the 26th December, but insisted on receiving security for the true performance of the word of honour, which was accordingly furnished by the members through the medium of their friends.

To ease the mercantile difficulties under which the members laboured, the French minister suggested that a memorial might be addressed to the Senate, requesting them to guarantee the value of the goods contained in the warehouses belonging to the Factory, against which guaranty the French authorities would doubtless cause them to be unsealed. The most pressing entreaties were consequently made to the Senate, and sundry modes of security offered for this favour, which the Factory thought themselves entitled to claim. Great difficulties were started, which could only be removed by a promise to leave the sequestered goods at the disposal of the Senate, which caused no real advantage to the members. However, in order not to disappoint the minister, who already had taken requisite steps on his part, they were obliged to subscribe to these hard conditions. In consequence of the guaranty given by the Senate, the seals were taken off from the warehouses on the 16th January by the gentlemen appointed to that purpose, namely, Colonel Lallemand, the commissary of war, M. Ricard, and the consul L'Achesardiere, who made an exact inventory of the quantity and quality of the goods contained in said warehouse. Soon after this transaction, the members of the Factory were summoned to appear before a committee of the Senate and the citizens, where they not only promised to keep their goods at the disposal of the Senate, as a security for the sum guaranteed, but even were obliged to furnish an additional security through the medium of their friends, in case, by any occurrence or lapse of time, the sequestered goods should prove ultimately deficient in value. To all this the members submitted with resignation, but could not refrain from observing that they had flattered themselves with a more liberal treatment from a government with whom they were closely connected by a contract, founded upon reciprocal advantage.

On the 23d January, General Michaud was succeeded in command by Marshal Brune, who gave his sanction to all measures hitherto adopted in regard to the Factory, but did not seem inclined to make any alteration in their favour contradictory to what Marshal Mortier had thought proper to direct. He however suggested that the Factory would do well to remain quiet, without adopting any ostensible measures, which could only tend to attract the notice of his Government, and might further lead to arbitrary proceedings, which his authority could neither avert nor mitigate. After these insinuations, the members thought proper, for the present, to abstain from any steps towards Marshal Brune, and to wait for a future more favourable period.

On the 24th February, after repeated solicitations, the inventories of the warehouses were at last produced from Commissary Ricard, together with a permission from the French authorities to dispose by sale of the goods not imported from Great Britain, though the full sum guaranteed by the Senate was still retained as subject to further confiscation. This imperfect mode of alleviation left a heavy load of oppression on the minds of the members, greatly disappointing the hopes they had hitherto indulged. They however continued their application, and succeeded in disposing the French minister to address a letter to the Senate, in which he expressed, that the members of the Factory, having been put on a level with the citizens by the protocol accompanying the inventories, he thought it but just they should enjoy the free disposal of those goods proved not to be British manufacture, or produce of their colonies. In consequence of this representation, the responsibility of the Senate was reduced to 190,000 marks banco, or 16,000*l.* sterling, as the estimate of the British goods belonging

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belonging to the Factory. But in committee held on the 18th April, the Senate still adhered to their former system of requiring a sufficient additional security for their guarantee, which was accordingly furnished by the Factory. The pecuniary concerns of the Factory having so far been settled, the members indulged the pleasing idea of being left unmolested, and permitted to enjoy some repose, after so many persecutions. But while they were suffered to remain in a state of tranquillity for upwards of three months, (during which time their hopes were daily increasing), the French agents employed this interval in framing new plans of oppression. About the 15th July, Marshal Brune, who, during his residence at Hamburgh, had taken no notice of the Factory, was recalled, when Marshal Bernadotte, Prince of Ponte Corvo, assumed the command. This prince, for a considerable time, seemed equally indifferent about the concerns of the Factory, when, at the 13th August, the French Commissary Ricard, transmitted a letter to the members, stating that the Prince has required a report to be made to him concerning the British Factory, and of the measures hitherto adopted in their affairs; that he, M. Ricard, was to furnish said report, and wished to refresh his memory by a recapitulation of the principal events, as well as of the most material points of connexion existing between the Factory and the town. The members lost no time in giving the necessary elucidation to M. Ricard; and on their inquiring whether it was his opinion that any further steps would be taken to molest the Factory, he assured them that he did not entertain the smallest apprehension of that nature, the report required by the Prince being merely a matter of form. Tranquillized again by these expressions, the members felt very easy, and no ways gave room to the fear of new disturbances, when, on the 20th August, late at night, they were roused from their security by an official letter from M. Ricard, mentioning, that by order of the Emperor, and in conformity with the intentions of Prince Ponte Corvo, the members were immediately to give up the title of a British Factory, and break off every commercial communication or connexion that might subsist amongst them; that they were to give a decisive reply, in the course of 24 hours, as also to make an early application to the Senate, declaring their renunciation to the title and privileges of a British Factory, and require from the Senate a decree on that subject, which might be published. Mr. Edward Thornton, His British Majesty's minister, had left Altona on the 14th August, and the British Factory was thereby deprived of any means of influencing the Senate.

Intimidated by the recollections of their late sufferings, and considering in a private meeting, that no means of defence were left them, they resolved to submit to a fate they could not avert, and to give up an establishment which had so long subsisted with honour and sometimes with splendour. The short interval left for deliberation not allowing them time for a representation to the Senate, whose want of energy they had sufficiently experienced, they reluctantly informed M. Ricard of their obedience to the orders received. In the mean time the Factory presented a memorial to the Senate, on the 24th August, in which, after having mentioned the Marshal's orders, they requested the protection hitherto enjoyed might be continued them under another title, and that a committee might be appointed for the purpose of regulating their further claims. This memorial was received with apparent satisfaction by the Senate, who expressed itself ready to accede to the wishes of the Factory. On the 28th August the members received an invitation to meet the committee at the following day, when they were surprized by an official letter from Commissary Ricard, requiring, by order of the Prince of Ponte Corvo, that the act of renunciation of the titles and privileges of a British Factory might be furnished in the course of 24 hours, in default of which, the members might be prosecuted as individuals without protection, and all the rigour applied to them exerted against British subjects. These menaces greatly damped the spirit of the members, not expecting still to be liable to such treatment; they, however, immediately applied themselves to form an act of renunciation, which they delivered to the committee on the 29th August. The committee seemed little disposed to ease the Factory's difficulties, strictly adhering to ancient formalities, incompatible with what was required, either to satisfy the wishes of the members, or the demands of the French authorities. However an act of renunciation was fixed upon, which, though imperfect in its nature, proved the best that could be obtained from the committee, and was transmitted to the Commissary Ricard in the appointed time. Although nothing transpired in this meeting in regard to the further settlement of the Factory's concerns, yet the members had sufficient opportunities to observe that the present moment would be eagerly seized to force them to large concessions, and to divest them of all advantages hitherto enjoyed, without making any allowance for their sacrifices, sufferings and former prerogatives. Being obliged to give up their former title, they requested to be admitted to what is called the *foreign contract*, a kind of town protection, rather more advantageous than the condition of citizens or burghers, and the committee assured them, that they would refer the provisional request to the Senate. The members were waiting for an answer on this subject, when, on the 13th August, they received back from M. Ricard the act of renunciation as inadmissible, together with an order to substitute another in a form better adapted to the purpose. The members felt very uneasy at this circumstance, meeting with as many obstacles from the Senate as from the French authorities themselves. However they exerted themselves to the best of their abilities to compose another act of renunciation, which, after many entreaties, was passed by the Senate, and transmitted without delay to M. Ricard. The Senate, at the same session, (31st August) issued a decree, in which was accepted the renunciation of the Factory, and an order to the members to become citizens or complete burghers without loss of time. This inconsiderate resolution was quite contrary to the wishes of the members, who were the more troubled in their minds, as, independent of all these vexations, they were subject to new persecution from the Danish Government, on whose territory they happened to possess

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country houses. That government also thought proper to consider them as Englishmen, threatening with arrestation, confiscation, and all those acts of violence which national animosity is always apt to excite. They required an oath from the members within 24 hours to renounce every connexion or intercourse with England. To extricate themselves from this new impending danger, the members kept in town, and entered into a correspondence with the Danish authorities; the result of which was, a delay they obtained until fresh instructions were received from the Crown Prince, to whom a messenger had been despatched. On the 1st September, when the members were deliberating in a meeting upon the nature of their future relations with the town, a message arrived from M. Ricard, who again returned the act of renunciation, the Prince of Porte Corvo having objected to the expressions of the renunciation, being the effect of orders of the Emperor, insisting on its appearing no act of compulsion, but the uninfluenced wish of the Factory. To this humiliating step, the members were obliged to condescend, and the same act having been passed by the Senate in its new prescribed form on the 2d September, it proved at last satisfactory to the French authorities. On the following day, the members waited on the committee appointed by the Senate, and presented their wishes in form of a memorial, expressing the request of postponing the final settlement of their rights, and the new modifications they were to undergo, until a general peace, when each party might be more at liberty to discuss their reciprocal claims, to which they added a kind of protest against forced compliance, should this proposal be refused.

The commissioners rejected this document, as entirely inadmissible, and compelled the members to suppress it, threatening that, in case they resisted on their pretensions, the Senate would annul all what had hitherto been granted, and refuse all admittance to the title of citizens, now indispensably necessary to protect them against the prosecutions of the French. The members observed in reply, that the misfortunes which could befall them in consequence of these difficulties, might at a future period also prove injurious to the Senate, as the British Government would probably some time or other take cognizance of the Factory's sufferings, and be displeased at the imperfect protection granted. To which the commissioners replied, that the Senate had done as much as laid in its power in favour of the Factory, and were incapable of granting more, being themselves in a state of dependancy; that besides they acted in compliance with the Factory's immediate request; and no need to inquire into, or take notice of, what act of compulsion induced the members of the Factory to become citizens, and give up their actual situation, the Senate having had no hand to oblige the Factory in this step.

The members, finding themselves totally unsupported, now yielded to the pressure of circumstances, and surrendering in a manner at discretion, became citizens on the 4th September 1807. This inevitable measure, dictated by imperious necessity, and executed with reluctance, put an end to an establishment which had subsisted for two centuries, namely since 1611.

Soon after an answer arrived upon remonstrances made to the Crown Prince of Denmark, in favour of the members possessing landed property in the Duchy of Holstein; which, however, did not turn out as favourably as was first expected. Although become Hamburgh citizens, the members still received an intimation on the 10th October, to avoid the Danish territory, and to remove their families at latest the 14th October, which they did accordingly, although filled with just indignation at being thus expelled from a country, to whose prosperity they had so much contributed by seasonable acts of liberality.

Previous to the event of becoming citizens, the members had received the assurance from the commissioners, that they might expect a speedy and friendly discussion of their interests, and be permitted to make proposals, tending towards the regulation of their concerns, with an equal degree of frankness as had hitherto been done. But the members made the experience, that although delivered from the prosecutions of the French, yet they would have to surmount innumerable difficulties, before arriving to an end. It would be too tedious, as well as inconsistent with the views of the present narrative, to enter into a minute detail of all the negociations carried on between the Senate and the members, with the intention of regulating the concerns of the Factory. The members, impressed with the idea that some indemnification was justly due to them for the loss of their prerogatives and their sufferings, but still guided by a spirit of moderation, had addressed several memorials to the Senate, but the conditions therein proposed were either entirely rejected or so much restricted as to be rendered ineffectual. A period of eight months had been consumed in a series of fruitless endeavours, and affairs remained in a state of suspense until the month of April, when the Senate became better inclined to listen to the reasonable demands of the members. After an ample discussion, and a strong, but vain, opposition on the part of the alderman of the town, who would not subscribe to any exceptions in favour of the members, the following arrangements were made and agreed upon by the parties concerned. In regard to public contributions, the members were liable to pay the same on a moderate taxation and in a manner adapted to show them every favour consonant with the laws and the customs of the place, but without any extent to their children, of whom those already advanced to manhood should, however, like their parents, be exempted from any service in the town militia. On the subject of decimation it was agreed, that in case any of the members chose to leave the town, they were to pay one per cent. of their own capital, and 10 per cent. to any fortune that might accrue to them by inheritance from Hamburgh citizens. The Senate agreed to take over the trifling pensions and salaries granted by the Factory for an illimited time against their giving up to the town the buildings appropriated to the use of the Factory. The members found in this settlement part of their wishes realized, but not to their full extent, nor modified according to their expectations; however, unwilling to appear either obstinate or too self-interested, they submitted to an arrangement which all their vigorous exertions

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exertions could not render more advantageous. They felt the restricted situation of the Senate, surrounded by departments ever inclined to baffle their most beneficial designs, and besides oppressed by the galling yoke of foreign tyranny. They thought it becoming their character of men, who had long enjoyed happy days under the mild constitution of the town, and also as Englishmen, who scorn to stoop to low entreaties, to refrain from further solicitation, and to give way to the necessity of the moment. On the 20th April 1808 the Senate issued a decree which settled the future rights of the former members of the Factory, of which copies were procured from the Chancery for their instruction. The bonds given to the committee for the eventual deficiency of the goods sequestered, as well as the guarantee furnished Colonel l'Allemand for the true performance of the word of honour, were sometime afterwards returned.

The members of the British Factory, on revolving in their minds the number of calamities they have experienced in the course of eighteen months, cannot but consider this period as the most important of their lives, when pressed forward upon the grand theatre of public events, they found it necessary to be solicitous to maintain the character of men of honour, and to struggle with dignity against unmerited oppression. Should they have succeeded in their endeavours of rendering themselves worthy of a government whose renewed protection they solicit, they will reflect with complacency upon a space of time marked by care and anxiety, and of which the preceding leaves contain a faithful and impartial narrative.

Appendix (H.)

Appendix (H.)

Agreement between the Resident Members of the English Company and the Senate of Hamburgh, April 20th, 1808.

Mr. Syndic Sienen and Mr. Senator Bartels, commissioners for the dissolution of the former English Court, and the future connexion of its members and others belonging to it with the city of Hamburgh, make known the final result of their negotiations upon this subject.

1st. Respecting the arrangements which must necessarily take place in consequence of the dissolution of the said society.

The court having formally declared the renunciation of its engagements with the city, and the latter having accepted the same, all contracts concluded with the city during the existence of the said society, viz. that of the year 1611, renewed and explained in the year 1618, and all concessions whatsoever already made to this said society, are, upon its dissolution, become void and of no effect, and the arrangements only which must necessarily take place in consequence of its dissolution remain to be considered.

Having treated upon this subject with the deputies of the said society, the Senate, in the name of the city, and at the request of the members of the said society, consents that the whole property of the said court, without any inquiry or investigation as to its amount, should, upon their giving full and sufficient security against any demand that may hereafter be made upon the city, remain in their hands and at their disposal.

The Senate consents, under the same security, that a kammerbrief or obligation upon the city chambers for 80,000 marcs banco, (or about 6,000*l.* sterling) in the name of the court-master and treasurer of the Right worshipful Company of Merchants Adventurers of England residing in Hamburgh, should be transferred in four obligations of 20,000 marks banco each, to such person or persons as may be nominated by members of said society, on condition that the payment of them shall not be demanded but in the following manner and at the following periods: the last day of December 1808, 20,000 marks banco; of July 1809, 20,000 marks banco; of December 1809, 20,000 marks banco; and of June 1810, 20,000 marks banco.

The former society, having in the year 1770, built a house upon a piece of ground leased to them by the city, and called the Bowling-green, towards the completion of which the chamber advanced the sum of 4,500 marks banco, on condition that should the company at any time leave Hamburgh, the said house should be valued, and the amount of the valuation, deducting the said 4,500 marks banco, be paid to the society; the said house was accordingly valued the 4th day of December 1807, by a person agreed upon by the parties, at 28,000 marks banco; so that, deducting the 4,500 marks banco advanced by the chamber, there remained over, due to the members of the former company, 23,500 marks banco, for which sum the chamber engaged to give an obligation, with 3½ per cent. interest, to any member or members the said former society shall appoint. The interest to be appropriated as per Article 5; and upon the delivery of the said obligation, the said house shall be vested in the city, and the ground-rent of 350 marks henceforth cease to be paid.

As the English house, as the property of the city, but conceded to the use of the said society, has also, by its dissolution, reverted to the city; and as the keys of the entrance and principal buildings have been given up to the commissioners of the venerable Senate, as proofs of its benevolence to the members of the said former society, and in compliance with their request, gives them, in the name of the city, the following assurance:

That the former court-master, Mr. Joseph Blacker, shall have his house rent free during his own life and that of his wife, to be kept, at his expense, in good and sufficient repair. But if it should at any time be necessary for the city to dispose of it otherwise, then, at six months' notice, the said J. Blacker shall deliver said house, for a yearly compensation of 1,500 marks.

That the former secretary, Coleman, shall receive, for the evacuation of his house, 1,000 marks yearly.

The beadle, Daniels, 400 marks.

The housekeeper, Jane Smith, 400 marks.

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The members of the former court, representing that by the dissolution of the said society the sources from which the salaries and pensions of their dependants had hitherto been drawn were entirely cut off, and not feeling themselves authorized to apply any part of the property of the said society for that or any other purpose whatever, and the interrupted communication with England rendering it impossible for them to intercede with that country for their behalf, to prevent the embarrassment and distress to which these persons must necessarily be exposed, if deprived of their salaries and pensions without any employment or means of support, they beg, as a particular favour, that the Senate, for an indefinite time, would take upon itself the payment of the said salaries and pensions, in consideration of their circumstances; but on the express condition, that so soon as the aforesaid obstacle shall be removed, the said society do earnestly apply for some other provision: the Senate engages, in the name of the city, to pay from Easter next, for an indefinite time, the following salaries and pensions:—

The yearly salary of the former Secretary	- - - - - Marks	3,000
—	Beadle, Daniels - - - -	600
—	Bellows-blower, Gurgens - - -	60
—	Pension of Mrs. Ross - - -	400
—	„ Mrs. Behn - - -	360
—	„ Mrs. Hammond - - -	200
To the Organist Cario, in full of all future demands	- - - -	400

The Senate having taken upon itself the payment of the aforesaid salaries and pensions, expressly stipulates, that so long as the said payment shall continue by the city, the obligation for marks banco 23,500, given by the chamber for the building upon Bowling-green, shall not be enforced, and that the yearly interest of the same shall be applied towards the payment of the said salaries and pensions, so long as the yearly amount of the said interest shall not exceed the yearly payment of the said salaries and pensions; but that when the said salaries and pensions, by death or otherwise, shall not equal the amount of the said interest, then the surplus of the said interest shall be paid to the person or persons in whose name or names the said obligations shall be written; and these conditions shall be carefully indorsed upon the said obligations.

2d. Respecting the future connexion of the resident members of the former court and their families with the city, and of those non-resident who may in future return.

It is permitted the officers and servants of the former court, and their widows not engaged in trade, to live under the protection and jurisdiction of the said city, without further arrangement, and without the payment of taxes and contributions. To the resident members of the former court already become citizens, Jos. Blacker, John Blacker, John Thornton, W. A. Burrowes, and Geo. Smith, as also the widow of the late John Burrowes, who is to become a citizen, the following indulgences:—That from the present Easter, they and their widows, in consequence of their former situation, shall only be called upon to pay a very small proportion to all taxes, and contributions, and loans, without regard to their real property, and without being compelled upon oath to give any statement of the same; and that they shall also contribute in the same proportion to the tax called the Geheimi Schoss; and that these contributions shall only be advanced upon their inheriting property from persons not belonging to the former court; in which case an advance shall be made in proportion of the property inherited, they still retaining the privilege of other citizens to demand a reduction of the said tax, if upon oath it shall appear to have been unjustly or unequally laid.

All present or future contributions not regulated by property shall be levied upon the said members in the same manner as upon other citizens.

The said members are also exempted from all military duties and civil offices, as per decree of 10th March 1768, unless they should voluntarily accept the same; and these exemptions are extended to their grown-up children. According to the same decree, they are not obliged to decimate, on leaving the city, for the property possessed by them on becoming citizens, but to pay one per cent. only; and the same indulgence is extended to their widows and children for one year after the decease of their respective husbands or fathers. They are, however, required to pay a tenth of every thing they may inherit, after having become citizens, from any citizen or inhabitant not having been members of the former court.

In all cases not expressly excepted, they have the same rights, and consequently the same duties, as all other citizens.

These indulgences are confirmed to all absent members of the former court, who may at any time return to settle in Hamburgh.

No. 9.

No. 9.

Mr. Secretary *Canning* to Mr. Consul-General *Canning*.

(Extract.) Foreign Office, 30 November 1824.

YOUR Despatch of the 7th of September last, transmitting a Report which had been agreed upon at a meeting of British residents summoned by you for the pur-

No. 9. pose of investigating the affairs of the late British Factory at Hamburgh, together with the various documents which have been received at this office at different times since the year 1815 upon the same subject, have all been under the consideration of His Majesty's Government.

Connected with the general subject of the late Factory at Hamburgh is the question of the appointment of a British chaplain.

Previously, however, to any steps being taken by His Majesty's Government upon that subject, it will be expedient that the wishes of the merchants and residents shall have been officially expressed through you; and that you should make known to them that it will be necessary that the funds for the payment of a clergyman's salary should be provided for out of other means than those which would have been placed at their disposal, and which might have been appropriated to this service had the recovery of the property of the dissolved Factory been attainable.

(signed) - - *Geo. Canning.*

No. 10.

No. 10. Mr. Consul-General *Canning* to Mr. Secretary *Canning*; (one Enclosure.)

(Extract.) Hamburgh, 17 January 1825.

Immediately on the receipt of the Despatch dated the 30th of November, with which you have honoured me, I procured the attendance, at my office, of the committees who lately reported on the affairs of the British Factory, and who manage the affairs of the English church here, and I communicated to them an extract of your Despatch.

It was agreed at this meeting that, as the sentiments and intentions of His Majesty's Government on some of the points in the Report of the British residents did not appear to be definitively expressed, it would be proper, in the first place, to refer to them; and a lettter for that purpose has been addressed to me in the name of the committee, of which I transmit a copy herewith.

I believe it is undoubtedly the wish of every British resident here of the Established Church, that a British chaplain should be appointed and a proper place of worship procured, but they are divided as to the means of providing for the expense.

Voluntary contributions are at present the sole means, but they are found inadequate. Any tax on merchandize, even though small, it is thought would meet with strong opposition from members of the Scotch church and Dissenters, of whom there are many among the British commercial residents here; and a small tonnage duty, which has also been thought of, is deemed to be objectionable.

The committees seem to revert, in preference, to the other means suggested in the Report, for providing funds for the objects in question. Particularly, they look to the sum of B^{co} marks 23,500, still due by Hamburgh for property taken from the old Factory.

They think further, that if the British Government would authorize an application to be made to Hamburgh, and as a condition for giving its sanction to the forced dissolution of the Factory, and finally settling that question, agree to accept from Hamburgh a church for the use of the British residents, that it would be granted.

They lastly think that the letters coming by the British packets might be made the means of raising permanently the funds required.

I cannot conclude this Despatch, Sir, without venturing to solicit, in the strongest terms, your assistance to re-establish an English church here upon a footing of independence and respectability equal to what it was before the dissolution of the Factory; and I am anxious to press this upon your immediate attention.

(signed) *Henry Canning.*

(Enclosure in No. 10.)

Francis Carbutt, Esquire, to Mr. Consul-General *Canning*.

Enclosure in No. 10.

Sir, Hamburgh, December 20, 1824.

I am directed by the committee, who drew up the memorial to His Majesty's Government, to acknowledge the receipt of your Letter of the 2d instant, accompanying the extract of the Report of His Majesty's Advocate-General on the subject of the late British Factory at Hamburgh, and of the extract from Despatch, dated 30th November. In consequence of the conversation which took place at your house on Wednesday last, I have to address the following

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Enclosure in No. 10.

following observations to you, requesting you to make them known to the Secretary of State for Foreign Affairs.

The Advocate-General states in his report that, although the Factory was abolished under the influence of France, then holding military occupation of Hamburgh, in hostility against Great Britain, he sees no reason to think the act invalid or illegal, and he doubts whether or not the individuals can be compelled by legal measures to refund the monies received at the time of dissolution. He conceives, however, the object of the establishment was originally of a public nature, and virtually founded on the relation of treaties and mutual interests of the two countries. He says that on proposals of such magnitude and extent as those contained in the memorial, he is diffident in offering any very precise opinion until he knows to what points his attention is to be particularly directed; but he is of opinion that, although it is contrary to the policy of Government to claim for their subjects exemption from the common condition of merchants of the country or other foreigners, yet relief may be obtained on particular points. The establishment of a place of worship might, it is conceived, be conceded, and there might be no great difficulty in assigning funds for its support, in the same manner as has been done at Lisbon and in other places by Act of Parliament. In the extract from Despatch of 30th November, it is stated that the funds for the payment of a clergyman's salary must be provided out of other means than those which would have been at their disposal, and which might have been appropriated to their service, had the recovery of the property of the dissolved Factory been attainable.

In deference therefore to the opinion of His Majesty's law officers, and to the tenor of the Despatch of the 30th November, I am on the present occasion directed to confine myself to the subject of the church establishment and the means of providing for its support; an object of paramount importance to the British residents, and to the great number of non-resident British who visit this place.

Although His Majesty's Government is desirous that the wishes of the merchants and residents should be officially expressed through you, yet it was generally agreed at the meeting held at your house, that it would not be expedient at the present moment to call a general meeting on the subject. A considerable number of the British residents are members of the Scottish church, or belong to various dissenting denominations, and it is extremely probable that they would not consent to an application to Government for the establishment of an Episcopal Church, the funds for the support of which should be provided by Act of Parliament. The committee is of opinion that other and preferable sources of revenue exist, and the report of the Advocate-General favours this opinion. He states that the property of the dissolved Factory was of a public nature, and ought not in good faith to have been ultimately appropriated on the return of peace, without the sanction and concurrence of the British Government.

There is still in the possession of the Hamburgh Government a sum of 23,500 marks banco, which is not yet appropriated; this must therefore be considered as public property, and ought to be at the disposal of the British Government. A second source of revenue, in the opinion of the committee, would be the appropriation of the Steelyard in London. It is stated in the memorial that it was granted to the Hanse Towns in return for the privileges granted by the latter to the British, and it ought therefore to relapse to the British Government so soon as the privileges granted to British subjects are taken away by the Hanse Towns.

A third source of revenue, to which no allusion is made in the report of the Advocate-General, is the establishment of a British Post-office in Hamburgh; and as the practice of such establishments is sanctioned by the example of Prussia, Russia, Denmark, Sweden, Hanover and the German Empire, it is conceived that no objection could be made to a similar establishment on the part of the British Government. From these sources a revenue more than sufficient for the support of a church establishment might be raised, and the committee begs to call the attention of His Majesty's Government to them. They are more particularly induced to do so from the opinion which they have already expressed that many of the British residents would not join in an application for a tonnage or any other duty, and further, because they think that any additional duty on British shipping would be injurious to British interests.

If, however, the British Government is averse to the adoption of any of these suggestions, the commission begs with deference to state their belief that the Hamburgh Government would not refuse to grant a church for the use of the British residents and sufficient funds for the support of the establishment, provided the British Government would open a negociation on the subject, and would make these grants the conditions on which they would acknowledge the validity of the dissolution of the Factory, and on which they would resign all claims to the establishment of a Post-office in this place.

I take the liberty, in concluding, again to press on your attention the opinion of the committee, that any duty whatever, whether upon British shipping or merchandize, would meet with considerable opposition from a great number of the residents here, and on that account it is particularly desirable to find out some other means of providing for the church establishment on a respectable footing.

I have, &c. &c. &c.

(signed) *Francis Carbutt.*

No. 11.

No. 11.

Mr. Consul-General *Canning* to Mr. Secretary *Canning*.

Sir, Hamburgh, 8 July 1825.

A STEAM vessel, the "Hylton Joliffe," having arrived here this week from London, is to return to-morrow, and the Post-office here, apprehending that the opportunity to send letters by it to England would be made use of to the detriment of the interest of that establishment, have applied to the Senate to prohibit letters being sent by that conveyance.

The Senate have laid the prohibition under the penalty of five Rix dollars per letter.

This prohibition it will be difficult to enforce, from various local circumstances, and is in its effect, in truth, almost a nullity, yet it has been looked at with so much repugnance by several of the British here engaged in trade that they have addressed a petition to you on the subject.

The directors of the Post-office here are in correspondence with the secretary of the Post-office in London on this subject, and before another similar opportunity to write to England occurs will probably have made their regulations for the future.

I am, &c.
(signed) *Henry Canning.*

No. 12.

No. 12.

Lord *Howard de Walden* to Mr. Consul-General *Canning*.

Sir, Foreign Office, 29 July 1825.

IN reference to your Despatch of the 8th instant, respecting the conveyance of letters to and from England and Hamburgh by the steam-vessel, I am directed by Mr. Secretary Canning to inform you that the Postmaster-general has issued directions, by virtue of the discretion vested in him by the ship-letter laws, for making up a bag of ship letters, under the usual regulations, to be forwarded by this conveyance to Hamburgh, the first of which will be despatched to-morrow morning.

I have to add, that a communication will be made upon this subject by this Post-office to that of Hamburgh, with the view to remove the impediments to sending letters to England by the steam-vessel, of which the merchants resident at Hamburgh have complained in the petition to Mr. Canning.

I am, &c.
(signed) *Howard de Walden.*

No. 13.

No. 13.

Mr. Consul-General *Canning* to Lord *Howard de Walden*;
(with one Enclosure.)

My Lord, Hamburgh, 9 August 1825.

HAVING communicated to the British merchants resident here the purport of your Lordship's Despatch, dated the 29th ultimo, relative to a bag of letters to be made up at the Post-office, and forwarded by the steam-vessel from and to London, I have received the enclosed Letter, expressing their thanks for the attention paid to their request, and I beg your Lordship to lay it before the Right honourable the Secretary of State.

I have, &c.
(signed) *Henry Canning.*

(Enclosure in No. 13.)

Enclosure in No. 13.

Messrs. *Jackson* and *Carbutt* to Mr. Consul-General *Canning*.

Sir, Hamburgh, 7 August 1825.

WE have the honour to acknowledge the receipt of your two Notes of the 5th instant, accompanying the one a copy of a Letter from F. Freeling, esq. secretary to the General Post-office, the other a copy of a Letter from the Under Secretary of State Lord Howard de Walden, in answer to a petition lately sent by the British residents in this place to the Right honourable George Canning, on the subject of the transmission of letters per the steam-vessel between London and this place.

We

Enclosure in No. 13.

We have communicated these letters to our countrymen, and we are authorized by them to express the gratification they feel at the immediate attention which has been paid to their requests, and to beg that you will convey their thanks to the Right honourable the Secretary of State for Foreign Affairs, and to my Lord the Postmaster-general for the beneficial arrangement entered into of making up a ship-letter bag to be sent by the steam-vessel to this place.

We have, &c.
(signed) *John Jackson.*
Francis Carbutt.

No. 14.

No. 14.

Lord *Howard de Walden* to Mr. Consul-General *Canning*; (with one Enclosure.)

Sir, Foreign Office, Dec. 6, 1825.

I AM directed by Mr. Secretary Canning to inclose to you, for your information, a printed copy of the Convention of Commerce between His Majesty and the Free Hanseatic Republics, which was signed at London on the 27th of September last, and the ratifications of which were exchanged here on the 2d instant.

I am, &c.
(signed) *Howard de Walden.*

(Enclosure in No. 14.)

Enclosure in No. 14.

CONVENTION of COMMERCE and NAVIGATION between HIS MAJESTY and the FREE HANSEATIC REPUBLICS of *Lubeck, Bremen* and *Hamburgh*. Signed at London, September 29, 1825.

HIS MAJESTY the King of the United Kingdom of Great Britain and Ireland, on the one part, and the Senate of the Free Hanseatic City of Lubeck, the Senate of the Free Hanseatic City of Bremen, and the Senate of the Free Hanseatic City of Hamburgh, (each State for itself separately), on the other part, being equally desirous of affording every facility and encouragement to their subjects and citizens engaged in commercial intercourse with each other, and being of opinion that nothing will more contribute to the attainment of this desirable object than a reciprocal abrogation of all discriminating and countervailing duties levied upon the ships of the High Contracting Parties, or upon the cargoes of such ships, in the ports of either, have appointed their Plenipotentiaries to conclude a Convention for that purpose; that is to say:—

His Majesty the King of the United Kingdom of Great Britain and Ireland, the Right honourable George Canning, &c., and the Right honourable William Huskisson, &c., and the Senate of the Free Hanseatic City of Lubeck, the Senate of the Free Hanseatic City of Bremen, and the Senate of the Free Hanseatic City of Hamburgh, James Colquhoun, esquire, their Agent and Consul-General in Great Britain, &c.; who, after having communicated to each other their respective full powers, found to be in due and proper form, have agreed upon and concluded the following Articles:—

Art. 1. From and after the date hereof, British vessels entering or departing from the ports of the Free Hanseatic Republics of Lubeck, Bremen or Hamburgh; and Lubeck, Bremen or Hamburgh vessels entering or departing from the ports of the United Kingdom of Great Britain and Ireland, shall not be subject to any other or higher ship duties or charges than are or shall be levied on national vessels entering or departing from such ports respectively.

Art. 2. All goods, wares and merchandize, whether the production of the territories of the Free Hanseatic Republics of Lubeck, Bremen or Hamburgh, or of any other country, which may be legally imported from any of the ports of the said Republics into the United Kingdom of Great Britain and Ireland in British vessels, shall, in like manner, be permitted to be imported in Lubeck, Bremen or Hamburgh vessels; and all goods, wares and merchandize, whether the production of any of the dominions of His Britannic Majesty, or of any other country, which may be legally exported from the ports of the United Kingdom in British vessels, shall in like manner be permitted to be exported from the said ports in Lubeck, Bremen or Hamburgh vessels; and all goods, wares and merchandize which may be legally imported into, or exported from, the ports of Lubeck, Bremen or Hamburgh, in national vessels, shall in like manner be permitted to be imported into or exported from the ports of Lubeck, Bremen or Hamburgh, in British vessels.

Art. 3. All goods, wares and merchandize which can be legally imported into the ports of the United Kingdom directly from the ports of Lubeck, Bremen or Hamburgh, or either of them, shall be admitted at the same rate of duty, whether imported in British vessels or in vessels belonging to either of the said Republics; and all goods, wares and merchandize, which can be legally exported from the United Kingdom, shall be entitled to the same bounties, drawbacks and allowances, whether exported in British or Hanseatic vessels; and the like reciprocity

Enclosure in No. 14.

procity shall be observed in the ports of the said Republics, in respect to all goods, wares and merchandize which can be legally imported into or exported from any or either of the said ports, in vessels belonging to the United Kingdom.

Art. 4. No priority or preference shall be given, directly or indirectly, by any or either of the contracting parties, nor by any company, corporation or agent acting on their behalf or under their authority, in the purchase of any article, the growth, produce or manufacture of their States respectively, imported into the other, on account of or in reference to the character of the vessel in which such article was imported; it being the true intent and meaning of the High Contracting Parties that no distinction or difference whatever shall be made in this respect.

Art. 5. In consideration of the limited extent of the territories belonging to the Republics of Lubeck, Bremen and Hamburgh, and the intimate connexion of trade and navigation subsisting between these Republics, it is hereby stipulated and agreed, that any vessel which shall have been built in any or either of the ports of the said Republics, and which shall be owned exclusively by a citizen or citizens of any or either of them, and of which the master shall also be a citizen of either of them, and provided three-fourths of the crew shall be subjects or citizens of any or either of the said Republics, or of any or either of the States comprised in the Germanic Confederation, as described and enumerated in the 53d and 56th articles of the General Treaty of Congress, signed at Vienna on the 9th of June 1815, such vessel so built, owned and navigated shall, for all the purposes of this Convention, be taken to be and considered as a vessel belonging to Lubeck, Bremen or Hamburgh.

Art. 6. Any vessel, together with her cargo, belonging to either of the three free Hanseatic Republics of Lubeck, Bremen or Hamburgh, and coming from either of the said ports to the United Kingdom, shall, for all the purposes of this Convention, be deemed to come from the country to which such vessel belongs; and any British vessel and her cargo trading to the ports of Lubeck, Bremen or Hamburgh, directly or in succession, shall, for the like purposes, be on the footing of a Hanseatic vessel and her cargo making the same voyage.

Art. 7. It is further mutually agreed, that no higher or other duties shall be levied, in any or either of the States of the High Contracting Parties, upon any personal property of the subjects and citizens of each respectively, on the removal of the same from the dominions or territory of such States, (either upon inheritance of such property or otherwise), than are or shall be payable in each State upon the like property, when removed by a subject or citizen of such State respectively.

Art. 8. The High Contracting Parties reserve to themselves to enter upon additional stipulations, for the purpose of facilitating and extending, even beyond what is comprehended in the Convention of this date, the commercial relations of their respective subjects and dominions, citizens and territories, upon the principle either of reciprocal or equivalent advantages, as the case may be; and in the event of any article or articles being concluded between the said High Contracting Parties, for giving effect to such stipulations, it is hereby agreed that the article or articles which may hereafter be so concluded, shall be considered as forming part of the present Convention.

Art. 9. The present Convention shall be in force for the term of ten years from the date hereof; and further, until the end of twelve months after the King of the United Kingdom of Great Britain and Ireland, on the one part, or the Governments of the Free Hanseatic Republics of Lubeck, Bremen or Hamburgh, or either of them, on the other part, shall have given notice of their intention to terminate the same, each of the said High Contracting Parties reserving to itself the right of giving such notice to the other, at the end of the said term of ten years; and it is hereby agreed between them, that at the expiration of twelve months after such notice shall have been received by either of the parties from the other, this Convention, and all the provisions thereof, shall altogether cease and determine, as far as regards the States giving and receiving such notice; it being always understood and agreed, that if one or more of the Hanseatic Republics aforesaid shall, at the expiration of ten years from the date hereof, give or receive notice of the proposed termination of this Convention, such Convention shall nevertheless remain in full force and operation, as far as regards the remaining Hanseatic Republics or Republic, which may not have given or received such notice.

Art. 10. The present Convention shall be ratified, and the ratifications shall be exchanged at London, within one month from the date hereof, or sooner if possible.

In witness whereof the respective plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at London, the 29th day of September, in the year of our Lord 1825.

George Canning. (L. S.)
W. Huskisson. (L. S.)
James Colquhoun. (L. S.)

No. 15.

Mr. Consul-General *Canning* to Mr. Secretary *Canning*.

No. 15.

Sir, Hamburgh, February 7, 1826.

I HAVE the honour to report to you, that a meeting of His Majesty's subjects residing here and in the neighbourhood took place at my invitation, on the 14th of December last, at which I communicated to them that part of the Act of Parliament, 6 Geo. 4, c. 87, which provides for the establishing and maintaining churches and clergymen for the celebration of Divine service in foreign places, according to the rules and ceremonies of the Church of England; and resolutions were passed, 1st, That a subscription should be opened towards the annual maintenance of a church and clergyman; and 2d, That a subscription should be opened towards the building a church.

To the latter there are as yet but very few names entered, and for the moment the matter is in suspense, but I believe there is reason to expect that it will by and by go on with more activity.

To the former there are subscribers already to the amount of marcs banco 3,200, which it is expected will increase to marcs banco 3,500, thus affording (with the assistance allowed by Parliament to be added by Government) a fund of marcs banco 7,000 or about 450*l.* sterling, for the annual maintenance of a chaplain and place of worship.

The subscribers have nominated Richard Parish and Thomas G. Hesleden, esquires, to be their trustees, conjointly with myself; and the following rate of expenditure for the current year 1826, has been suggested and agreed to by the subscribers:

To the Clergyman - -	marcs banco 4,500	or about £.300	–	sterling
Clerk - - - - -	250	16	–	
Organist - - - -	300	20	–	
Pew Opener - - - -	150	10	–	
Organ Blower - - - -	50	3	10	
Beadle - - - - -	50	3	10	
Rent of Chapel, hire of Organ, Firing and all other Contingencies - -	1,700	113	–	
	7,000			

I beg leave most humbly to submit this scale of expenditure for His Majesty's gracious approbation, and to pray for His Majesty's order to pay from time to time towards the support of the objects therein mentioned, any sum of money not exceeding the amount raised by voluntary subscription.

The Rev. Richard Baker having been recommended some years ago by the Lord Bishop of London, is at present the resident and officiating clergyman, and has hitherto been supported entirely by voluntary subscription.

I have, &c.
(signed) *Henry Canning.*

No. 16.

Mr. Consul-General *Canning* to *John Bidwell,* esq.; (with one Enclosure.)

No. 16.

(Extract.) Hamburgh, 15 August 1826.

I REQUEST you will lay before Mr. Secretary Canning the enclosed copy of a letter addressed to me by the surviving members of the late English Factory at Hamburgh, in which they offer, as a voluntary contribution to be applied towards building an English church at Hamburgh, a bond of the city of Hamburgh for Twenty-three thousand banco marks, granted to them in payment of a house and

No. 16. premises in Hamburgh, formerly belonging to the Factory, and bought at the period of its dissolution by the Senate, provided that a transfer of the bond can be effected without impediment from the Senate of Hamburgh or otherwise.

That the surviving members of the Factory be exonerated from an engagement entered into by the contract of April 20th, 1808, to guarantee the city of Hamburgh from any claims for having left the members of the Factory in possession of their funds and property; and,

That the donors of the bond may be guaranteed from any future claims or responsibility as regards the act of dissolving the former Factory.

I have much pleasure in submitting this letter to Mr. Canning, because I consider it a first and great step towards raising funds for the purpose of building an English church here, which is an object of essential importance to the individual happiness and national respectability of the British residents; and I hope I may be honoured with the support and sanction of His Majesty's Government to carry the intentions of the letter into effect.

If it should be deemed proper to authorize me to express to the Senate of Hamburgh the acquiescence of His Majesty's Government to the arrangements under which the Factory was dissolved in 1808, the surviving members of it will be exonerated from their engagement to the city of Hamburgh, alluded to in the second condition of their letter, and obtain the guarantee from individual claims alluded to in the third; and an end will be put to claims and expectations which have often involved the British residents at Hamburgh, the members of the former Factory and the Senate of Hamburgh in discussions and disputes, tending sometimes almost to animosity.

(signed) *Henry Canning.*

(Enclosure in No. 16.)

Enclosure in No. 16.

Messrs. *Burrowes* and *Thornton* to Mr. Consul-General *Canning.*

Sir, Hamburgh, 21 July 1826.

THE remaining members of the late English Factory, residing in Hamburgh, dissolved in 1807, have long wished for the re-establishment of divine worship, according to the rites of the Church of England in this city, of which they always conceived the great utility, and repeatedly expressed their desire for; now having learnt, to their great satisfaction, that the British Government has resolved to promote the erection of an English church, request you will offer to the committee trustees, occupied with preparing and forming such a pious and desirable establishment, as voluntary gifts towards the special purpose of erecting said church, all the books and plate formerly used in their own chapel, and further, a city bond of 23,500 banco marks, bearing three per cent. current interest, made out in the joint names of John Blacker and W. A. Burrowes; on which, however, according to the contract made by the Senate of Hamburgh and late English Factory, dated 20 April 1808, there still rests a life-rent of 600 marks to Mrs. Jane Smith, to be deducted from the interest of said bond; provided that a transfer of said bond can be effected without impediment on the part of the Senate of Hamburgh, or otherwise, that the still living members of the former English Factory be put in possession of, and legally exonerated from, an engagement they entered into towards the Senate of Hamburgh as per above-mentioned contract of 20 April 1808, to guarantee or refund jointly whatever pretensions might be made to the city of Hamburgh, for having left the members of the dissolved English Factory in possession of their funds and property; and finally, that the donors may receive a compensation in a legal manner, to prevent any pretensions being formed against them in future, and to clear them from every further responsibility in regard to the dissolution of the former English Factory.

By making these donations, under above-mentioned conditions, acceptable to the managers of the intended church establishment, and procuring us an acknowledgment from the same, you will greatly oblige, Sir,

Your most obedient servants,

(signed) *W. A. Burrowes.*
John Thornton.

No. 17.

No. 17.

Mr. Consul-General *Canning* to *John Bidwell,* esq.

Sir, Hamburgh, 18 August 1826.

I BEG leave to call the attention of Mr. Secretary Canning to a regulation recently enforced here, which in its operation appears to me to militate against the principles

principles of the Reciprocity Treaty lately made between Great Britain and Hamburgh. No. 17.

It is required, by an order of the Senate, that vessels coming with cargoes to this port shall be addressed to a merchant, who charges a commission on the amount of the freight, though the business of the vessel is transacted by a broker, who is also entitled to charge his brokerage.

The owners of the British traders coming to this port have invariably been accustomed to correspond with a ship agent or broker, to whom they have been satisfied to entrust their interests, deeming the interference of a merchant unnecessary. They pay the broker such remuneration for his trouble as may be agreed upon between them, as, in truth, they cannot do without the broker, though they may do perfectly well, in transacting their business here, without the merchant. But the option is no longer left with them; and ship-brokers have been informed that their rights as brokers will be taken from them, if they do not address the vessels under their management to a merchant, and give, within 24 hours, the name of the merchant to the Hamburgh Chamber of Commerce. The British regular traders to Hamburgh are owned by a few houses in London, Hull and Leith, on whom this regulation operates as a direct annual tax of no inconsiderable amount.

If it should be said that Hamburgh vessels are equally subject to this regulation, my answer is, that it has not the same effect on the owners of them, because the Hamburgh vessel may be and is owned by a Hamburgh merchant, to whom she is of course addressed, and who, not being obliged to pay this commission to another merchant, saves it, and therefore, so far trades at less charge than the British ship-owner, and has an advantage which, under the principle of reciprocity, he ought not to have.

Moreover, the owner of the British trader is frequently the captain, who, coming with his vessel, and being himself on the spot, can superintend his own business, and does not require the aid of any one but a broker; and therefore the commission which this law forces him to pay, by addressing a merchant, is a direct tax upon him, not equally borne by the Hamburgh captain, who, going to England under similar circumstances, is free to transact his business as he pleases.

I am the more desirous that Mr. Canning should be made acquainted with this matter, because I expect it may shortly be the subject of an application to him from some British ship-owners who are interested in it.

I have the honour to be, &c.

(signed) *Henry Canning.*

No. 18.

Mr. Secretary *Canning* to Mr. Consul-General *Canning*.

No. 18.

Sir, Foreign Office, September 11, 1826.

I HAVE had under consideration your Despatch of the 18th ultimo, on the subject of a regulation recently enforced by the Senate of Hamburgh, by which vessels arriving with cargoes at that port are required to be addressed to a merchant, who charges a commission on the amount of the freight, although the business of the vessel is transacted by a broker, who is also entitled to charge his brokerage.

It appears from this statement, that whilst Hamburgh vessels enter the ports of the United Kingdom free from any injunction or restraint of the nature above referred to, the principle of reciprocity, established by the treaty lately concluded between Great Britain and the Hanse Towns, is thereby departed from, and British ship-owners put to a considerable expense. I am therefore to desire that you will make, without delay, a strong representation to the Senate of Hamburgh against this improper innovation, and that you will urge them to give immediate orders for suspending the operation thereof, so far as British vessels are concerned.

I am, &c.

(signed) *George Canning.*

No. 19.

No. 19.

Mr. Consul-General *Canning* to Mr. Secretary *Canning*.

(Extract.) Hamburgh, 20 October 1826.

I HAVE had the honour to receive your Despatch of the 11th ultimo, desiring me to make, without delay, a strong representation to the Senate of Hamburgh, relative to the regulation which subjects the masters of vessels arriving with cargoes at Hamburgh to pay a commission to a merchant for encashing their freights, though the business of the vessel is transacted by a broker; and to urge the Senate to give immediate orders for suspending the operations thereof, so far as British vessels are concerned.

I have in consequence addressed notes to Mr. Syndic von Sienen to be laid before the Senate.

Upon inquiring personally of the Syndic the cause of the delay, in receiving a satisfactory answer, he informed me, that the Senate had not yet come to any decision upon it, though I might expect that a communication would be made to me shortly.

(signed) *Henry Canning.*

No. 20.

No. 20.

Mr. Consul-General *Canning* to Mr. Secretary *Canning*.

(Extract.) Hamburgh, 27 October 1826.

IN reference to my Despatch of the 20th instant, I beg leave to acquaint you that the Letter which I have since received from the Syndic M. von Sienen, does not contain any engagement on the part of the Senate of Hamburgh to redress the grievance I have complained of, in regard to the merchants' charge of commission on the freights of ships; but having had an opportunity since I received it to express verbally to the Syndic my regret that he had not written more satisfactorily on the subject, he gave me to understand, and his authority to say, that some inquiry into the effects and operation of the regulation should take place.

I have endeavoured in my correspondence with the Syndic to show the various cases in which the regulation operates to the disadvantage of the British ship-owner, and I think he has shown no good reason for its continuance.

(signed) *Henry Canning.*

No. 21.

No. 21.

Mr. Secretary *Canning* to Mr. Consul-General *Canning*.

Sir, Foreign Office, 27 January 1827.

I HAVE had under my consideration your Despatch of the 15th August last, transmitting a Letter from the surviving members of the late English Factory at Hamburgh, in which "they offer, under certain conditions, as a voluntary contribution to be applied towards building an English Protestant Church at Hamburgh, a bond of the city of Hamburgh for 23,000 banco marks, granted to them in payment of a house and premises in Hamburgh, formerly belonging to the Factory, and bought at the period of its dissolution by the Senate."

His Majesty's Government see no ground in the present proposal which should induce them to alter their determination not to become a party in any manner to the appropriation of the effects of the late Factory at Hamburgh.

Upon this principle they judged it right not to implicate the name of His Majesty's Government in any sanction of an arrangement, similar in principle to the present, which was proposed in your Despatch of the 7th of January 1825.

The conditions which are annexed to the present offer of contribution towards this object, are liable to the same objections as existed in the arrangement formerly proposed; and I have, therefore, only to state to you, that His Majesty's Government are still decidedly averse to the mixing themselves up in the settlement of this

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this question, or to the affording even an implied sanction to the proceedings which took place on the dissolution of the Factory, and that they therefore can give no countenance to, or have any concern in, the present conditional proposal. No. 21.

(signed) *George Canning.*

No. 22.

Mr. Consul-General *Canning* to Mr. Secretary *Canning*. No. 22.

(Extract.) Hamburgh, 27 February 1827.

I HAVE the honour to acquaint you, that since my Letters to you of the 20th and 27th of October last, I have omitted no opportunity to press on the Government of Hamburgh, in conformity with your instructions, a suspension, as regards British vessels, of the law which subjects their captains to pay a commission here to a merchant in case of employing a broker.

(signed) *Henry Canning.*

No. 23.

John Bidwell, esq. to Mr. Consul-General *Canning*. No. 23.

(Extract.) Foreign Office, July 31, 1827.

VISCOUNT DUDLEY has had under consideration the correspondence which has passed relative to the proceedings of the British residents at Hamburgh, connected with the Act of the 6 Geo. 4. c. 87, for raising a fund towards defraying the salary of a chaplain, the hire of a chapel, and the expenses incident upon the performance of divine service.

The provisions of the Act of Parliament appear in this case to have been now so far complied with as to enable His Majesty's Government to contribute a sum equal to that subscribed by the British residents.

I am, therefore, directed by Viscount Dudley to authorize you to advance for the year 1826, a sum equal to that raised by the merchants for this purpose.

(signed) *John Bidwell.*

No. 24.

John Bidwell, esq. to Mr. Consul-General *Canning*; (with one Enclosure.) No. 24.

Sir, Foreign Office, July 3, 1828.

WITH reference to those of your Despatches which relate to the regulations enforced at Hamburgh with respect to the employment of ship brokers by foreign merchants, I am directed by the Earl of Aberdeen to transmit, for your information, the copy of a Note upon this subject, which his Lordship has addressed to Mr. Colquhoun, the Agent and Consul-General of the Hanse Towns in this country.

Lord Aberdeen trusts that the Senate of Hamburgh will no longer delay to rescind a regulation prejudicial to the trade of His Majesty's subjects, and inconsistent with the spirit of the commercial relations subsisting between His Majesty and the Hanseatic Republics.

I am, &c.

(signed) *John Bidwell.*

(Enclosure in No. 24.)

The Earl of *Aberdeen* to *James Colquhoun*, esq. Enclosure in No. 24.

Foreign Office, June 1, 1828.

THE Undersigned, &c. begs leave to acquaint Mr. Colquhoun, &c. that His Majesty's Government have had under their consideration the Notes addressed to this Department by Mr. Colquhoun, on the 10th October 1826, and on 17th April 1827, upon the subject of the regulation enforced at Hamburgh, whereby ship brokers are precluded from collecting or receiving the freight of, and from chartering vessels, unless their masters name merchants or correspondents in Hamburgh, by whose directions the ship brokers must act.

His Majesty's Principal Secretary of State for Foreign Affairs has hitherto deferred replying to these Notes, in the confident expectation that the Senate of Hamburgh would, of its

Enclosure in No. 24.

its own accord, have rescinded a regulation prejudicial to the trade of His Majesty's subjects, and inconsistent, in the opinion of the British Government, with the spirit of the commercial relations subsisting between His Majesty and the Hanseatic Republics.

But as His Majesty's Government have been disappointed in that hope, it now becomes the duty of the Undersigned to state explicitly to Mr. Colquhoun the view taken by them of the subject.

It is undoubtedly true, as Mr. Colquhoun observes in his Note of October 1826, that the object of the commercial treaty concluded between Great Britain and the Hanseatic Republics on the 29th September 1825, is the equalization of duties on British and Hanseatic vessels and their cargoes in the ports of both countries.

But the Undersigned cannot equally acquiesce in Mr. Colquhoun's further observation, that the objects of the convention have only reference to duties payable to the State or to its officers, and not to compensation for trouble to merchants or other private persons.

The British Government maintain that in its fair construction the convention in question applies generally to all duties and charges on commerce, whatever they may be, the payment whereof is required by laws emanating from the sovereign power of the State.

If indeed the brokers of Hamburgh, of their own spontaneous act, refused to transact the business of the foreign merchant, except in subordination to the merchants of Hamburgh, the British Government would have no ground of complaint against the government of the Republics.

But the case not being such, let the effect of the existing refutation be tried by the rule of reciprocity laid down by Mr. Colquhoun.

The Hamburgh merchant on the spot is at liberty to transact his own business with the assistance of the broker, and as his own agency satisfies the law, he has only to pay one commission.

The British merchant is not at liberty to employ a broker, unless he have recourse to a merchant also, and he has accordingly to pay their respective commissions to both parties.

Mr. Colquhoun assumes, in his Note of April 1827, that the regulations of the Port of London with regard to brokers are to the same effect as those of the Port of Hamburgh. The Undersigned begs leave to inform Mr. Colquhoun that he has been misinformed in this respect. Neither the regulation cited by Mr. Colquhoun in his Note of the 17th April 1827, nor any other law or custom whatever existing in the Port of London, prohibits a ship broker from entering vessels at the custom-house, from collecting the inward freight, from negotiating the outward freight, or from receiving or remitting money for the benefit of the foreign owner or master, without the intervention of a merchant to authorize his acts. In corroboration of this statement, the Undersigned is enabled to state, that in the majority of cases of Hamburgh ships arriving in the Port of London, the expense of employing merchants as consignees is not incurred by the owners, the business relating to them being transacted by brokers only.

It may be perfectly true that in Hamburgh as in London the foreign ship-owner is at liberty to dispense with the services of both merchant and broker, if he pleases; but this permission, involving, as far as it goes, an apparent equality, is in practice wholly nugatory. The services of a broker are so essential to a ship-master arriving in a foreign port, that they may be held to be indispensable. In London the alien ship-owner *may* employ a broker, dispensing with the services of a merchant. In Hamburgh he *may not* employ a broker, except in subordination to a merchant. In the London regulations there are no countervailing restrictions to set off, as Mr. Colquhoun assumes, against those complained of in the regulations of Hamburgh.

But even if the fact were otherwise, it would not constitute a case of reciprocity, on the principle which is so justly laid down by Mr. Colquhoun in his Note of October 1826; a reciprocity which is to be proved, not by a comparison of the amount of charges or restrictions to which commerce is subject in the two countries, but by the equality of charge on the commerce and shipping of each country in the same port.

Neither can the Undersigned acquiesce in the argument of Mr. Colquhoun, founded upon the necessity of having some person to control the charges of the broker. The necessity of the case is not so evident as to call for an extraordinary interposition of the Government of the Republics. For if the brokers of Hamburgh, when unchecked by the superintendence of the merchants, should be found to claim exorbitant compensation from the alien ship-owner for their services, it can hardly be doubted that the ship-owner, with a view to his own interest, will have recourse to the protection of the Hamburgh merchant. But, be the case as it may, the Undersigned will cheerfully forego all the advantages assumed to result from the regulation.

Independently, however, of the foregoing considerations, it is to be observed that this regulation is further objectionable as militating against the general principle of commerce, which allows all foreigners to trade or deal by themselves, or their factors and servants, to manage their own affairs themselves, or to commit them to the management of whomsoever they please, as brokers, factors or agents, without being obliged to employ any other persons for those purposes, or to pay them any salary or remuneration, unless they shall choose to employ them.

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Upon the whole, therefore, the Undersigned requests Mr. Colquhoun, in notifying to his Government the opinion of the British Government upon the question, to urge it to rescind without further delay a regulation which in its operation presses grievously and vexatiously upon the commerce of His Majesty's subjects.

It is quite obvious that the principle of the convention between Great Britain and the Hanseatic Republics, being that of *actual reciprocity*, cannot be long preserved, unless it be acted upon with mutual liberality, and with the most perfect good faith on both sides.

The Undersigned, &c.
(signed) *Aberdeen.*

No. 25.

No. 25.

Mr. Consul-General *Canning* to *John Bidwell*, esq.; (one Enclosure.)

Sir, Hamburgh, Oct. 10, 1828.

IN reference to your Letter of the 3d of July and to its Enclosure, I have the honour to acquaint you, that I lost no time to continue to press on the Government of Hamburgh their compliance with the desire of His Majesty's Government, so repeatedly and strongly expressed, on the subject of the merchants' commission chargeable by law on the freights of British vessels trading to this port, and it is with considerable satisfaction that I am now enabled to transmit to you, for the information of the Earl of Aberdeen, the translation of a Notice communicated to me this day officially by Mr. Syndic Sieveking, by which it appears that the objectionable part of the law has been removed by an Act of the State, and that every master of a vessel is in future at liberty to carry on his business alone and without the assistance of a merchant, and consequently without being subject to pay the commission to the merchant when his services are not required.

I have the honour to be, &c.
(signed) *Henry Canning.*

(Enclosure in No. 25.)

Enclosure in No. 25.

BROKERS' REGULATIONS.

(Translation.) NOTICE.

WHEREAS by a mutual Decree of the Senate and Citizens of the 9th October of this present year, the twentieth paragraph of the Brokers' Regulations of the 9th December 1824, is cancelled, and instead, the following regulation put in force; the same is hereby brought to public notice.

" Although every master of a vessel is at liberty in future to carry on his business alone and without the assistance of a merchant, it is nevertheless prohibited to the ship broker, by virtue of the general regulations for brokers, dated 9th December 1824, to charge any commission or remuneration for those acts which he undertakes for the captain, in the room of a mercantile correspondent of a vessel. The broker, even if he acts for the master without the intercession of an established merchant, is only allowed to charge the legal brokerage, and in case of contravention, he will the first time be fined ten times the amount unjustly charged by him, and in the next he will lose his privilege as a broker.

" It is the duty of the broker deputation to examine into each case of contravention or evasion, to summon the parties before them, and in case of need, to compel the masters or the eventual correspondents to swear to the veracity of their depositions."

Conclusum in Senatu Hamburgensi, Veneris, October 10, 1828.

No. 26.

No. 26.

Mr. Consul-General *Canning* to *John Bidwell*, esq. ; (two Enclosures.)

(Extract.) Hamburgh, 26 March 1830.

THERE has been of late some dissatisfaction among some of the British residing at Hamburgh, on account of the regulations which the law fixes upon them in their commercial relations with the town, chiefly referring to the oath of allegiance to Hamburgh, required to be taken by them on becoming burghers, and to their personal service in the burgher military.

I enclose copies of some resolutions, which were passed at a meeting respectably attended, but not called by public advertisement, and the copy of a Letter which I have written to the parties, asking for explanation before I comply with their request, of applying to the Government on the subject of their resolution. To that letter I have not received any reply.

In regard to the Treaty with America, it would seem from the sixth article, that Americans are at liberty to transact business at Hamburgh, both wholesale and retail, without becoming burghers, and consequently without being obliged to take the oath of

No. 26.

of allegiance to Hamburgh, or to serve in the burgher military; but whenever I have mentioned the subject to any of the authorities here, it has been denied that such is the meaning of the treaty; and it has been contended, that the condition of "submitting themselves to the laws, decrees and usages there established, to which native citizens are subjected," inserted in the treaty, subjects American citizens equally to take the oath and serve in the militia.

(signed) *Henry Canning.*

(Enclosure 1, in No. 26.)

Enclosure 1, in No. 26.

RESOLUTIONS passed at a Meeting of British Residents, held at Hamburgh, 20th February 1830.

1st. THAT a treaty having been concluded between the Hanse Towns and the United States of America, by virtue of which greater rights and privileges are conceded to American citizens than are enjoyed by the subjects of His Britannic Majesty: conceiving that British subjects ought to enjoy the same privileges in this State as those of the most favoured nation; It is the opinion of this meeting that the British Government be requested, through the medium of Mr. Canning or otherwise, to obtain similar privileges for British subjects resident in Hamburgh, as are accorded to citizens of the United States.

That these additional rights and privileges to be enjoyed are anticipated by the eighth article of the Commercial Treaty of the 29th September 1825, between the Hanse Towns and Great Britain, and provided for by the 6th, 7th, 8th, 9th and 10th articles of a Treaty concluded between the Hanse Towns and the United States of America, on the 20th December 1827.

Signed by about fifty resident Merchants and Traders, British subjects.

(Enclosure 2, in No. 26.)

Enclosure 2, in No. 26.

Sir, Hamburgh, 6 March 1830.

IN reference to the Paper you have left with me, purporting to be resolutions passed at a meeting of British residents, held at Hamburgh, and signed by several respectable names, the object of which is to request the British Government, through my medium or otherwise, to obtain for British subjects resident at Hamburgh, privileges similar to those accorded to the citizens of the United States, I beg leave, through you, to request the gentlemen who have signed the resolutions, to state specifically what those privileges are.

The resolutions refer to a treaty concluded on the 20th of December 1827, between the Hanse Towns and the United States of America, by virtue of which (according to the resolutions) greater rights and privileges are conceded to American citizens than are enjoyed by the subjects of His Britannic Majesty. Allow me to acquaint you that that treaty has not been unnoticed in the proper quarter; and that according to the information I have on the subject, it is not intended that Americans shall enjoy in Hamburgh greater rights and privileges than are enjoyed by the subjects of Great Britain, which is always considered as the most favoured nation; and, according to my belief, Americans are not and will not be more favoured in Hamburgh than British subjects.

But possibly the British residents may be able to refer to practical instances of the contrary, which are unknown to me; and if so, it will be most desirable that they should state them.

In reference to any rights or privileges which British residents may wish to enjoy, probably the better mode of application would be in the form of petition, addressed to the Earl of Aberdeen, His Majesty's Principal Secretary of State for Foreign Affairs, in which, after describing any inconveniences at present suffered, the rights and privileges desired might be stated and explained specifically and seriatim, and such petition being entrusted to me I would forward it, with any observations of my own that might seem to me to be necessary, and no doubt it would meet with due consideration; at the same time I should be exceedingly cautious of holding out any hopes of its success, if the rights and privileges asked for should be in opposition to the laws of Hamburgh, or to any of the local privileges of her citizens.

(signed) *Henry Canning.*

To Mr. Osmond Gilles, Hamburgh.

No. 27.

No. 27.

John Bidwell, esq., to Mr. Consul-General *Canning.*

(Extract.) Foreign Office, 6 April 1830.

WITH reference to your Despatch of the 26th ultimo, respecting certain grievances to which British residents in Hamburgh consider themselves to be subjected, I am directed by the Earl of Aberdeen to desire that you will forward to his Lordship a specific detail of the personal service required from British residents in the burgher guard of that city.

(signed) *John Bidwell.*

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No. 28.

Mr. Consul-General *Canning* to *John Bidwell*, esq.; (with one Enclosure.)

No. 28.

Sir, Hamburgh, 16 April 1830.

THE accompanying Petition has been placed in my hands, and I forward it without delay, in order that it may be laid before the Earl of Aberdeen. One of the subscribers to it will shortly be in London, and will call at the Foreign Office in order to offer his personal explanation of any part of it.

I am, &c.
(signed) *Henry Canning.*

(Enclosure in No. 28.)

To the Right honourable the Earl of *Aberdeen*, His Majesty's Principal Secretary of State for Foreign Affairs.

Enclosure in No. 28.

YOUR Memorialists are British born subjects, residing in Hamburgh, where they have carried on business for many years as partners in commercial houses.

According to the laws of Hamburgh a foreigner desiring to transact business on his own account, is compelled to become a citizen, and to take the burgher oath. This is not a mere municipal or corporation oath, but an oath of allegiance, and constitutes him to all intents and purposes a subject of the Republic, amenable to its laws and entitled to its protection.

It is not only contrary to the principles of the British constitution that a subject of Great Britain should transfer his allegiance to a foreign power, but there are some duties required of the citizens of Hamburgh which he cannot fulfil without violating the laws of his own country, and others which involve serious inconvenience to himself.

Amongst the former, are his military services, and the liability of himself and his children, to the conscription of the Germanic Confederacy.

Amongst the latter are, his being subjected to taxation, though a non-resident, his disqualification from owning a British ship; the conventional regulation which prevents him from becoming a citizen of other towns in Germany, and consequently from forming other mercantile establishments in that country, and the laws regarding the succession of property to which he is liable in his double capacity of a British subject and a Hamburgh citizen, his heirs being subjected to the legacy and other duties of both countries.

Your Memorialists having carried on their business in the names of their respective partners, who are Hamburgh citizens, have hitherto been able to avoid taking the oath of allegiance, but in the event of the death of their partners or of a dissolution of their partnerships they would be compelled to do so, or to give up business.

Your Memorialists in objecting to take the burgher oath, are not actuated by any desire to evade the public burdens, either personal or pecuniary; on the contrary, they have during the whole of their residence in Hamburgh, paid the same taxes and performed the same military services, as if they had been citizens; having submitted to the latter in consequence of an assurance from the late Lord Londonderry, that these services would not be considered as a violation of the Foreign Enlistment Bill of 1819.

According to the official returns, seven-ninths of the trade of Hamburgh is carried on in British ships, and a great proportion of these are consigned to British merchants, who, yielding to necessity, have taken the oath of allegiance, and are now subjects of Hamburgh, in which character alone they are recognized by the authorities here; a state humiliating to their feelings and principles as Britons, and prejudicial to their interests and those of their countrymen who have entrusted them with their property, which is thus deprived of the protection of their Government or the interference of the British authority here; and which might in the event of foreign occupation be liable to capture or confiscation, even by powers in alliance with Britain.

The only concessions desired by your Memorialists and the British merchants in general are,—the liberty of buying and selling—of entering their goods at the custom-house—of holding a bank account—of instituting and defending suits in the courts of law—and exemptions from military service, or its commutation into a money tax.

To these concessions they consider themselves entitled,—

1st. On the ground of reciprocity, the citizens of Hamburgh enjoying the same privileges in Britain.

2d. Because concessions to nearly the same extent have already been granted by special treaty to the citizens of the United States of America, although the commercial relations between that country and Hamburgh are so comparatively insignificant that she has not a single resident subject to avail himself of the privileges granted.

3d. Because a modification of the law has long existed in favour of the Jews, who enjoy all the facilities above enumerated without taking the oath of allegiance, and to Danish subjects in the particular instance of entering their goods at the custom-house.

4th. In consideration of the subjects of Britain having enjoyed these and many more important privileges for several centuries under the late Factory prior to 1806, when they

Enclosure in No. 28.

were abolished during the French invasion, and the property of the Factory was partly confiscated, and partly divided amongst a few individuals.

5th. Because the 8th article of the Commercial Treaty concluded between His Majesty and the Hanse Towns in 1825, provides that,—" The high contracting parties reserve to themselves to enter upon additional stipulations for the purpose of facilitating and extending, even beyond what is comprehended in the convention of this date, the commercial relations of their respective subjects and dominions, citizens and territories, upon the principle either of reciprocal or equivalent advantages, as the case may be; and in the event of any article or articles being concluded between the said high contracting parties, for giving effect to such stipulations, it is hereby agreed that the article or articles which may hereafter be so concluded, shall be considered as forming part of the present convention."

May it therefore please Your Lordship,

To enter into negotiations with the Governments of the Hanse Towns for the removal of the grievances herein complained of, or to adopt such other measures as shall rescue your Memorialists and their countrymen from the anomalous and degrading necessity of expatriating themselves.

Osmond Gilles.
Hamburgh, 13th April 1830. *Tho. Beckitt.*

No. 29.

No. 29.

Mr. Consul-General *Canning* to *John Bidwell*, esq.; (two Enclosures.)

Sir, Hamburgh, April 23, 1830.

IN reference to my Letter of the 16th instant, and in compliance with the directions contained in yours of the 6th instant, I transmit the printed regulations which specifically detail the personal service required from British residents, *in common with all inhabitants*, in the burgher guard of this city.

Of one paper I send a translation, in which the service at present required is detailed; of the others, I have translated those parts only which appear immediately to apply to the case. It will not escape notice that, as inhabitants only, British subjects are liable to this service even though they are not burghers.

I am, &c.
(signed) *Henry Canning.*

(Enclosure 1, in No. 29.)

Enclosure 1, in No. 29.

REGULATIONS of the BURGHER GUARD.

WHEREAS by a Decree of the Senate and Burghers of the 8th of June last, the Regulations fixed by the Decree of the 10th of September 1814, have been, in some preliminary points, so far constitutionally altered, namely, that—

1. The liability to Burgher military service begins on the completion of the twenty-second year.

2. That the duty of exercising cease upon the completion of the thirty-fifth year, upon the supposition of a preceding service of at least three years, whether in the Burgher guard or in any other corps, and under the reservation of a Sunday's parade for the purpose of inspection.

3. To make gradual diminutions, in proportion to the time of service, in the exercises of the Burgher guard, in actual service, from the twenty-second to the thirty-fifth year, upon a plan to be agreed upon with the burgher military commission, according to the divisions into company, battalion and corps exercises.

4. Not to leave the acceptance of the officers' commissions to the free will of the persons chosen; that, however, no person can be chosen who has not served as private or subaltern at least three years; for which purpose, as a compensation, one year of service as an officer is to be considered equal to two years' service as a private.

The following (all former contradictory orders being repealed) is hereby publicly made known:—

1. That the liability to Burgher military service is in future to begin at the completion of the twenty-second instead of the twentieth year, as has hitherto been the case. Upon entering into the Burgher guard, each person will be provided with a certificate, which, by an accurate statement of the period of his birth and entrance into the Burgher guard, will afterwards serve to prove his age and length of service.

Those persons who are already in service without having attained their twenty-third year, will, upon their request, be exonerated from service till the attainment of the fixed age by the captains of companies, or the reclamation commission to which they have eventually to apply.

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2. The exercise duties terminate on the completion of the thirty-fifth year, however, only for those privates who have previously served three years at least, whether in the Burgher guard or in any other corps. Those privates who claim this diminution must appear before the captain, or before the Reclamation Commission, with sufficient proofs of their age, and, if required, of their length of service.

Every person, however, remains in the same situation as hitherto, liable to mount guard and extra service in his turn, till the termination of his period of service. A parade of the whole battalion once a year for the purpose of inspection, includes all persons without disparity, from the completion of their twenty-second till their forty-fifth year.

3. In the exercises of the persons liable from the attainment of the twenty-second to their thirty-fifth year, the following diminutions of service take place.

(*a.*) The exercises for the infantry are reduced to eight yearly, exclusive of the review.

(*b.*) Every foot soldier who has not yet reached the years in which he is free from exercising, is bound to attend the four battalion exercises and the review.

(*c.*) The exercises in companies are limited to four for those who have served less than five years, and to two years for those who have served less than ten years, and after ten years service to cease entirely.

(*d.*) The exercises preparatory to entering into the Burgher guard, as fixed by the twelfth paragraph of the existing regulations, as the means of becoming a burgher, will be undertaken by the serjeant, under the inspection of the adjutant, as necessity requires, and according to the nature of the different corps.

(*e.*) With respect to those corps into which the entrance is voluntary, which require a greater practice in exercising, or are excluded from regular service, the rifle corps, the artillery and cavalry, twelve exercises take place, in which number the review, as the last, is included. After the completion of their thirty-fifth year, the members of these corps enjoy the same exonerations as the privates of the regular infantry battalion.

4. He who has served three years as private or subaltern, can be chosen officer in the battalion of infantry in whose district he lives, notwithstanding he may afterwards change his residence; upon the choice falling upon him, he is bound to accept the situation. The individuals serving in the artillery, cavalry and rifle corps, are likewise bound to accept the situation of officers in their respective corps, under the same conditions as those of the infantry. As soon as the officer has completed half the period of service still remaining, from the day of election till the completion of his forty-fifth year, then all further liability to serve is at an end. With the officers, from the ensign to the major, both included, whose office is not to exercise himself, but others, the duty of attending the exercising ceases only with the period he is obliged to serve, unless the officer should, after completion of his thirty-fifth year, prefer returning into the ranks of the privates called upon to mount guard. As no retroactive power can be given to the fixed diminution of service, the date of the present publication of the decree of the Senate and Burghers will, in respect of the claim of entire exoneration from service, be considered in the same light for those who now fill the situations of officers, as the day of election for those who were later chosen.

In the situation of the subalterns, including the serjeant downwards, there is no other alteration than that which the decree of the Senate and Burghers has established for the privates.

Decreed in the Senate of Hamburgh, and published the 1st November 1826.

(Enclosure 2, in No. 29.)

Enclosure 2, in No. 29.

REGULATIONS for the HAMBURGH BURGHER GUARD, 10 September 1814, modified and regulated by Notice, dated 1 November 1826.

Sect. 1.—The Burgher guard or Burgher militia is composed of all burghers and inhabitants and their sons, between the ages of 23 and 35 years inclusive.

The object of this Burgher militia is, when circumstances require it, to do garrison duty along with the garrison, or alone; to maintain order and quiet in the interior; and to protect the town and its territory against hostile invasion, if this should be required of them.

Sect. 12.—For the future, no person can become a burgher before he proves that he has provided himself with, and is possessed of, the regulation uniform and arms. He cannot be admitted to take the burgher oath before he understands the exercise, and before he is completely equipped.

Duties of the Burgher Guard in general.

Sect. 22.—Fidelity to the State, unconditional obedience to superiors in all matters of duty (service), and the exact assiduous performance of all duties of the service, are in general the duties of every soldier, and still more of every citizen.

Their violation is always punishable, even although not particularly specified in these articles.

Particular Duties of the Service.

(*a.*) FIDELITY.

Sect. 23.—Every violation of fidelity on the part of citizens in actual service, namely, by conspiring (complotting) and understanding with foreign or internal enemies, shall always be punished

Enclosure 2, in No. 29.

punished by the Criminal Court, with the severest punishment provided by the laws for the punishment of those who are guilty of high treason.

(*b.*) COURAGE.

Sect. 24.—Cowardice, when on service, shall be punished according to circumstances, with the degrees of, imprisonment, public reprimand, degradation, and the punishment of being broke.

No. 30.

No. 30.

Mr. Consul-General *Canning* to *John Bidwell*, esq. (with one Enclosure.)

Sir, Hamburgh, 7 May 1830.

THE inclosed Paper, containing some resolutions passed at a meeting of British residents here, relative to building a new church, and to the British church establishment at Hamburgh, was put into my hands some time ago, with a request that I would lay it before the Earl of Aberdeen.

It would be very desirable that some steps should be taken to establish a British church at Hamburgh, on conditions which will permanently secure to the British residing here the free exercise of their religion, according to the rites and ceremonies of their own church, and in a place of worship that may be deemed British.

The Senate of Hamburgh have declared their intention of appropriating a piece of ground in an eligible part of the city, for the purpose of building an English church. Some funds for the purpose have been voluntarily contributed, and more may be expected, which, with the government aid, would be sufficient to complete a proper building. But the government of Hamburgh have not yet stated the conditions on which they would allow it to be done, and there is some reason to apprehend that they might in some degree infringe on the free exercise of some of our ceremonies.

The marriage ceremony, for instance, they wish to control by not allowing the British clergyman to marry British subjects, without going through certain forms required by the Hamburgh church, whether they are also citizens of Hamburgh or not. The British, whether Hamburgh citizens or not, are generally dissatisfied with this interference, and I apprehend it must become a matter of negotiation to prevent it.

At present our congregations are held here entirely on sufferance, and although tolerated, they are not legal, and might at any moment be forbidden by the magistracy. The British are desirous that their church should be placed on a more respectable and independent footing.

I have the honour to be, &c,

(signed) *Henry Canning.*

(Enclosure in No. 30.)

Enclosure in No. 30.

RESOLUTIONS of the BRITISH RESIDENTS.

WE, the Undersigned, British residents in Hamburgh, humbly request the attention of His Majesty's Government to the following Resolutions, unanimously agreed to at a numerous meeting held on the 20th February 1830, and earnestly solicit the favour of their opinion and assistance:—

1st. That the Church of England and the performance of all the rites thereof, has existed and been recognized by the Senate of Hamburgh for centuries previous to the abolition of the Factory, without being fettered by any conditions or restrictions; and that it is now only suffered, not sanctioned, and is liable to be put a stop to at any period, at the pleasure of the authorities of the city.

2dly. That two years have now elapsed since a committee of three gentlemen was appointed, at a general meeting, to negociate with the Senate respecting a spot of ground for building a church, and the terms on which the English church and worship should be recognized.

3dly. That though certain funds have been deposited with the treasurer, and an eligible spot allotted for the purpose of erecting a church, yet that the terms on which it is proposed that our religious rites should be exercised have not been agreed to, the proffered concession by the Hamburgh Government being in several respects highly objectionable.

4thly. That until some decision is come to respecting the concession, a new church cannot be erected; in the mean time the British residents remain exposed to much inconvenience, especially as regards the solemnization of marriages by the chaplain, which has in one or two instances been considered illegal by the Hamburgh authorities.

Enclosure in No. 30.

5thly. That it is expedient to send copies of the concession without delay to the British Government, with the request that they will interfere with the Senate to cause the recognition of the English church on the same footing as formerly; or that the objectionable conditions in the proposed concession may be removed or altered; or in the event of the government approving of the concession as it now stands, that the Consul-General may be empowered to ratify it, it being the opinion of this meeting, that the members of the Established Church ought not to continue any longer in an unacknowledged and humiliating state, there being moreover reason to apprehend, that the spot fixed on for the new building, if not speedily appropriated, will be used by the Hamburgh Government for some other purpose.

George Smith.
Thos Slater.
Henry Berens.
Rt Wells.
John Jackson.
George Wake.
Richd Baker, Chaplain.
Wm Prescott.
W. Campbell.
Edmund Bennett.
C. F. Fisher.
Fr. Lasecke.
Abrm Heyliger.
John Andly.
Wm Gray Fearnside.
Wm Hurst.
Osmond Gilles.
Henry Lewer Sanders.
W. A. Burrowes.
John C. Ramsden.
W. E. Swaine.
E. W. P. Sinnett.
Chas Wm Huleden.
Henry Carew Hunt.
Patk Rolland.
Charles Power.
James Wood.
Henry Giles.
C. R. Silvester.
Dennis Chandler.
James Wilson.
Edward P. Bell.
Wm Townley.
John Diggles.
Sandford Nevile.
Geo. Edwd Ramsden.
Jos. Brown.
S. Haughton Sherard.
John Thornton.
G. E. J. Schwieger.
Willm Prickett.
Samuel O. Slater.
William Brancker.
J. F. Prendergast.

No. 31.

Mr. Consul-General *Canning* to Viscount *Palmerston*.

No. 31.

My Lord, Hamburgh, 10 January 1832.

THE British residing at Hamburgh have often expressed a wish to build an English church there, and that wish has been considerably increased since the passing of the Act of Parliament, 6 George IV. cap. 87, which authorizes an appropriation of the public money to such a purpose.

The subject has frequently been brought before His Majesty's Government during late years, but generally mixed up with other matters from whence questions arose tending to defeat, or at least prevent the immediate accomplishment of the object, and thus it has been allowed to remain in suspense.

My object in taking the liberty of addressing the present Letter to your Lordship is, to bring the matter before you in a simple unencumbered form, and to pray your Lordship's influence and assistance to further the very laudable wish of His Majesty's subjects here residing.

The question is simply this, the British residing at Hamburgh, who wish to build a church, are willing to raise by voluntary contributions, funds sufficient to pay a moiety of the expense, and request the aid of Government to pay the other half.

The number of British residents at Hamburgh, with the British sea-faring people at the port, and the occasional visitors, form a constant congregation sufficiently numerous to entitle them to expect that the provisions of the Act of Parliament may be extended to them.

The Senate of Hamburgh has long since offered to appropriate a piece of ground in a very eligible part of the town, for the purpose of building an English church on it.

The conditions on which the government of Hamburgh will allow an English church to be built, and the assembling of the congregation to take place in the city, have been forwarded.

The matter being so far in progress, I venture to recommend it to the favourable consideration of your Lordship, and request you will allow me to be informed, if I may venture to hold out to the British residents here the expectation that the support of Government will be given to complete this object.

And in that case, may I beg to have your Lordship's instructions, if I am to require from the government of Hamburgh any and what guarantee for securing, as British, the property that may be invested in the church, and for securing to the congregation the free and independent exercise of their religious rites and ceremonies.

I have the honour to be, &c.
(signed) *Henry Canning.*

No. 32.

No. 32.

Mr. Consul-General *Canning* to Viscount *Palmerston.*

My Lord, Hamburgh, 5 November 1832.

DOUBTS have lately arisen as to the validity of marriages solemnized at Hamburgh by the resident clergyman of the Church of England, and the matter has occasioned so much conversation, and so much disquietude and anxiety among the British residing here, that I feel it my duty to bring it to your Lordship's knowledge.

The doubts originate from the knowledge, that such marriages are not valid by the laws of Hamburgh, and from the apprehension that the Act of Parliament 4 Geo. IV. c. 91, which renders valid certain marriages solemnized by British clergymen abroad, does not precisely extend to the case of Hamburgh.

That marriages performed by the clergyman of the Church of England, are not valid by the laws of Hamburgh, is owing to the chaplain and congregation of the Established Church not having been acknowledged nor sanctioned by the Hamburgh authorities; and that such marriages are not provided for by the before-mentioned Act of Parliament may be the case, as that Act mentions places only at which ambassadors or ministers are accredited, but does not extend to the British representative at Hamburgh, whose rank is inferior.

The British dissenters residing at Hamburgh have long since incorporated their chapel with the institutions of Hamburgh, and having agreed to certain concessions proposed to them, and placed themselves under the protection of the Hamburgh government, their clergyman and congregation are recognized, and their acts are legal in Hamburgh. But the members of the Established Church of England have never adopted the concessions proposed to them, nor placed their chapel under Hamburgh control, wishing in this respect to hold themselves independent, and always hoping that their own Government would interfere to support their independence, and to procure for them the free uncontrolled exercise of their religious rites and ceremonies in Hamburgh.

That your Lordship may approve of interfering to procure for them this independence, and prevent them as a matter of necessity from placing themselves in this respect in the hands of a foreign state, I believe would be most gratifying to the members of the Church of England residing here. But at all events, your Lordship will doubtless feel the necessity of taking some immediate step to remove the fears and anxiety of those interested, by rendering valid the marriages which have been solemnized at Hamburgh by the clergyman of the Church of England since the abolition of the Factory, as well as to provide for the validity of those marriages which may be solemnized here in future.

For this purpose possibly your Lordship will approve of obtaining an Act of Parliament similar to that of the 4 Geo. IV. c. 67, passed in 1823, in the case of St. Petersburgh, which would at once remove all doubts as to the past, and provide sufficiently for the future.

This done, the sanction of the Hamburgh government becomes a matter of secondary importance.

I have the honour to be, &c.

(signed) *Henry Canning.*

No. 33.

No. 33.

Viscount *Palmerston* to Mr. Consul-General *Canning.*

Sir, Foreign Office, July 16, 1833.

HAVING submitted to His Majesty's law officers your several Letters upon the subject of the doubts which have lately arisen as to the validity of certain marriages of British subjects solemnized at Hamburgh, together with a Letter from the chaplain and churchwardens of the English episcopal chapel in that city upon the same subject, I am advised that the law of England requires that the marriages of British subjects in foreign countries shall be solemnized according to the laws of the place in which they are contracted; and that, with some few exceptions made by

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by special Acts of Parliament, no marriages are good but such as are so solemnized. But none of these exceptions apply to Hamburgh, where there is neither a British Factory, nor a resident Ambassador or Minister. If, therefore, the law of Hamburgh does not recognise as valid, marriages of British subjects resident in that city, solemnized by a minister of the Church of England in the English church, such marriages will not be held good in this country; whilst, on the other hand, the validity of marriages solemnized by a dissenting minister in a dissenting chapel, will be sustained here, if such marriages are allowed and permitted by the laws of Hamburgh.

In order to remedy the inconvenience resulting from this state of the law, and to render British residents in Hamburgh independent of the local government in matters relating to religion, you propose that an Act of Parliament similar to that of 4 Geo. IV. c. 67, should be passed, declaring valid those marriages which have been solemnized by a clergyman of the Church of England since the abolition of the Factory, and providing for the validity of those marriages which may be so solemnized there in future. Such an Act, you add, would at once remove all doubts as to the past and provide sufficiently for the future, and would render the sanction of the Hamburgh government a matter of secondary consideration.

To the first part of this proposal, as applying to marriages already solemnized, there appears no objection; on the contrary, it is extremely desirable that such an Act should be passed, and measures have been taken to propose to Parliament a short Bill for that purpose; but it will not be advisable to obtain an Act of Parliament for the regulation of future marriages in Hamburgh. Such an Act, however binding in England and in other parts of His Majesty's dominions, would have no effect elsewhere. A marriage originally bad in Hamburgh would, notwithstanding an Act of Parliament, continue so in that city and in all other countries not subject to the law of England.

The preferable mode, therefore, of obviating these difficulties in future, appears to be to obtain the sanction of the Hamburgh government to the solemnization of the marriages of British subjects by a minister of their own religion in the chapel appropriated to their use, and according to the rites and ceremonies of the Church of England. To such a sanction it does not appear that much difficulty is to be apprehended, the Senate having already signified their willingness to make this concession upon certain conditions, some of which, however, were thought to be objectionable, as interfering too much with His Majesty's subjects in the free exercise of their religion; but this does not form a sufficient ground for declining to enter into communication with the government of Hamburgh on the subject; and I have therefore to instruct you to point out to the Senate those parts of the condition which are most liable to objection, and to endeavour to obtain such modifications of them as the British residents may consider satisfactory and be willing to submit to.

Connected with this subject is the application which was formerly made to His Majesty's Government to assist the British residents to build a new chapel at Hamburgh upon a plot of ground to be given by the Senate; and I have to desire that you will transmit to me more particular information as to the spot which it is proposed to appropriate for this purpose, the probable expense which would attend the erection of the church, and the amount of the funds which may be raised by subscription towards the completion of it, together with such further particulars as may enable me to determine how far it may be advisable for His Majesty's Government to assist in the accomplishment of that which now appears to be a desirable object, by contributing a portion of the necessary expense, pursuant to the provisions of the Act of 6 Geo. IV. c. 87.

It will however be requisite, before any expense is incurred, that the government of Hamburgh should by some formal Act, guarantee to the British residents the perfect security of the property, and the free exercise of their religious rites.

I am, &c.

(signed) *Palmerston.*

No. 34.

No. 34.

Sir *George Shee* to Mr. Consul-General *Canning*.

Act 3 & 4 Will. 4. c. 45.

Sir, Foreign Office, 22 August 1833.

WITH reference to Viscount Palmerston's Despatch of the 16th ultimo, on the subject of the doubts which had arisen as to the validity of certain marriages of British subjects solemnized at Hamburgh, I am directed by his Lordship to transmit to you a printed copy of an Act of Parliament which has been passed to declare valid the marriages that have been solemnized at Hamburgh since the abolition of the British Factory there.

I am, &c.

(signed) *G. Shee.*

No. 35.

No. 35.

Mr. Consul-General *Canning* to Viscount *Palmerston.*

My Lord, Hamburgh, 16 Dec. 1833.

UPON receipt of your Lordship's Despatch, dated the 16th of July last, I lost no time in communicating with the government of Hamburgh on the subjects to which it relates.

I wrote on the 24th of July to the Syndic a letter, requesting to be informed on what concessions the government of Hamburgh proposed to recognize the congregation of the Church of England in Hamburgh, and to allow a British episcopal church to be built.

In reply, I received from the Syndic a sketch of the proposed concessions as an official civility, but he expressed the expectation of the Senate, that the further proceedings for the regulation of this affair should be received through the representatives of the congregation.

To this letter I returned an answer on the 12th of August, wherein I stated my reasons for consenting to leave to the representatives of the congregation the further negotiation relative to the concession, and undertook to bring the matter to the knowledge of the British residents.

For this purpose I called a meeting of the British residents on the 11th of September. At this meeting I communicated the contents of your Lordship's Despatch.

There was only a thin attendance, but Mr. Richard Parish was called to the chair, and a committee, consisting of Mr. Parish and the Reverend Mr. Baker, was nominated to communicate with the authorities of Hamburgh on the subject of the concessions and the building of a church.

These gentlemen had not made any report when the period approached at which it was necessary for me to call a meeting to ascertain the voluntary subscriptions for defraying the church expenses in the present year, and conceiving that the committee might wish to avail themselves of that opportunity to make some communication of their proceedings to the British residents, I made allusion to it in my advertisement.

The meeting took place on the 4th of December. To transact that part of the business which related to the subscriptions for the annual expenses of the church, I took the chair, as the Consul is directed by the Act of Parliament so to do; and when that business was disposed of I left the chair, and recommended that the meeting should be formed for the purpose of considering the other objects mentioned in the advertisement. Some persons were present besides those who were subscribers to the annual expenses. The meeting was formed, and Mr. Parish was called to the chair. It was then observed, that there was a misunderstanding as to the meaning of the advertisement; more persons would have attended if they had understood the meeting to be a general one, and it was contended that the number of persons present was too small to represent the British residents at Hamburgh. An adjournment was proposed; Mr. Parish however stated, that in consequence of official formality not being gone through, he was not then able to lay the concessions before the meeting in an official manner. The adjournment was ultimately carried.

Since then a requisition has been made to me to call another meeting. I replied, that as soon as I was officially informed that any official communications could be made

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made I would call the meeting, but did not expect that it would be on an early day; but still if the requisitionists wished to meet sooner, I would call a meeting. They have renewed their application, and I have accordingly felt it proper to accede to their wish; and as they fixed on the 18th instant, I have called the meeting for that day.

I have thought it my duty to lay this recital before your Lordship, to account for not being able to answer your Despatch more fully at the present period, and I shall have the honour to communicate hereafter what further may occur.

I have, &c.

(signed) *Henry Canning.*

No. 36.

No. 36.

Mr. Consul-General *Canning* to Viscount *Palmerston.*

(Extract.) Hamburgh, 20 Dec. 1833.

IN reference to my Despatch dated the 16th instant, I have the honour to acquaint your Lordship that the meeting of His Majesty's subjects residing in and near Hamburgh, which I stated had been fixed for the 18th inst., took place.

The object of the requisitionists appears to have been to revive the question of the old British Factory, with a view to the recovery of certain funds, to the application of which His Majesty's Government have been no parties.

I have the honour to call your Lordship's particular attention to the resolution carried at this meeting:—" To appoint a committee to recover any property or monies formerly belonging to the late British Factory, with full powers to apply to His Majesty's Government, to petition The House of Commons, and to take such other measures as they may deem expedient for the accomplishment of this object, and for the general advantage of the British residing in Hamburgh and the neighbourhood." And I request your Lordship's instructions as to how I am to conduct myself towards the committee, and in general, how I am to act in regard to the question which the committee is appointed to agitate.

(signed) *Henry Canning.*

No. 37.

No. 37.

Sir *George Shee* to Mr. Consul-General *Canning*; (with three Enclosures.)

Sir, Foreign Office, Jan. 20, 1834.

WITH reference to your Despatch of the 20th of December last, stating that a general meeting of the British residents in Hamburgh had been held, for the purpose of taking into consideration the recovery of monies belonging to the former British Factory in that city, I am directed by Viscount Palmerston to transmit to you, for any observations which you may have to offer upon the subject, the Copy of a Memorial which has been addressed to his Lordship by the committee appointed by the residents at the meeting on the 18th of December last.

I am, &c.

(signed) *G. Shee.*

(Enclosure 1, in No. 37.)

Enclosure 1, in No. 37.

My Lord, Hamburgh, 26 December 1833.

As secretary to a committee of British residents, I am directed to enclose to your Lordship their Memorial, as well as copies of sundry documents connected therewith.

I am further directed to acquaint your Lordship, that the subject of this Memorial causes much dissension and excitement amongst the British residents; and it would therefore be particularly desirable if your Lordship would favour the committee with an early reply, and I am requested also to apprize your Lordship that it is the wish of the committee that any communication your Lordship may be good enough to make to them may be made through me as secretary.

I have the honour to be, &c.

(signed) *H. W. Edye.*

To Lord Viscount *Palmerston.*

(Enclosure 2, in No. 37.)

Enclosure 2, in No. 37.

To the Right Honourable Lord Viscount *Palmerston*, His Majesty's Principal Secretary of State for Foreign Affairs, &c.

> THE MEMORIAL of the undersigned, appointed a Committee at a Public Meeting of the British Residents in Hamburgh, on the 18th of December, in pursuance of the following resolution: "That a committee be appointed to recover any property or monies formerly belonging to the British Factory, with full powers to apply to His Majesty's Government, to petition the House of Commons, and to take such other measures as they may deem expedient for the accomplishment of this object, and for the general advantage of the British residing in Hamburgh and the neighbourhood." (Appendix A.)

Sheweth, That ever since the renewal of intercourse with the continent in 1814, the British residing at Hamburgh have felt themselves neglected by the British Government, and their interests wholly disregarded.

Previous to the dissolution of the Factory in 1808, in consequence of the French military occupation, the British could reside and carry on business in Hamburgh without incurring any allegiance to the State, and without being subjected to any military duties. They are now compelled to become citizens, although always treated as aliens, and subjected to personal military services. They have at various times applied to His Majesty's Government to have these (their former privileges) restored, especially as German merchants settled in England have the like, but without obtaining any redress. Their mortification has been much increased by the circumstance that the Government of the United States of America, in their treaty with Hamburgh of 1828, have procured these advantages for their citizens.

At the dissolution of the Factory, there were funds belonging to it to the amount of about 17,000 *l.* sterling. More than one-third of this sum had been bequeathed to the Factory in trust for loans, without interest, to young British merchants settling in Hamburgh, and the remainder arose from public sources. These funds are claimed by the British residents, who have repeatedly petitioned the British Government on the subject, particularly in the memorial of January 1824, and in the report of the commission appointed by them under the direction of His Majesty's Government the same year, copies of which are annexed, marked (B.) and (C.) in the Appendix. But, although the Government recognized the right by directing this commission to recover these funds, and the law officers of the Crown gave it as their opinion that the Factory was a public institution, and neither in equity nor good faith its funds could be appropriated by any of its individual members, yet the commission, being without the power to enforce payment, and meeting with no support from His Majesty's agent in Hamburgh, were not able to effect any thing.

See Enclosures in No. 8, p. 9, 15.

It appears, however, to your Memorialists that a part of these funds may yet be recovered. The Factory were possessed of obligations on the city treasury for 80,000 marks banco (about 6,000 *l.* sterling), which was paid to some members of the Factory, in four instalments. The Senate, evidently doubtful of the legality of these payments, took from them what was considered a good and sufficient security against any demand that on this account might afterwards be made against the city. The sum of 23,500 marks banco remained, until very recently, in the possession of the Senate, charged with certain small annuities, which are now fallen in.

The commission appointed in 1824 had in the meantime been dissolved by the death or removal from Hamburgh of the greater part of its members; and your Memorialists think the Consul-General, being acquainted with all the circumstances, ought to have reclaimed this sum from the Senate for the residents; but, without their knowledge or sanction, it was paid over to Mr. Richard Parish, who holds it on behalf of the members of the late Factory, with their engagement to devote at least a part of it towards the erection of an episcopal place of worship.

Considering that the Hamburgh Government is still in possession of the Steelyard in London, granted by the British Government in return for privileges and valuable buildings to the British residents in Hamburgh, now taken away without any equivalent, and from which Steelyard a large annual rental is drawn; and considering that the Hamburgh Government is left in charge of the collection and distribution in Hamburgh of the letters conveyed by the British packets and steam-boats, from which at present it derives a clear annual revenue of about 15,000 *l.* sterling; whereas all other powers, where the advantage will warrant the establishment, have their own post-offices in the city; and as in this manner the British Government has gratuitously given to the government of Hamburgh a sum which, including the accumulation of interest since the abolition of the Factory, probably exceeds 300,000 *l.* sterling; your Memorialists conceive that the Hamburgh Government can offer no serious objection to comply with a requisition from His Majesty's Government to place at the disposal of the British residents the two sums of 80,000 marks banco and 23,500 marks banco; and your Memorialists therefore pray, that His Majesty's Government do claim from the Senate of Hamburgh the sum of 80,000 marks banco, as also the further sum of 23,500 marks banco, for the use of the British residents, to be placed at their disposal for purposes of general utility.

John Jackson. *Thomas Carr.*
Thomas Boyes, jun. *Thomas Beckitt.*
John C. Ramsden.
H. W. Edye, Secretary.

(Enclosure 3, in No. 37.)

Enclosure 3, in No. 37.

MINUTES of the PROCEEDINGS of the Committee appointed by the British Residents of Hamburgh on 18th Dec. 1833.

(A.)

Borsen Halle, Hamburgh, 18 Dec. 1833.

AT a Meeting of the British Residents of Hamburgh and its vicinity held here this day:

Henry Canning, esquire, in the Chair.

It was Resolved,

THAT a committee be appointed to recover any property or monies formerly belonging to the late British Factory, with full powers to apply to His Majesty's Government, to petition the House of Commons, and to take such other measures as they may deem expedient for the accomplishment of this object, and for the general advantage of the British residing in Hamburgh and the neighbourhood.

Upon the Resolution being read from the chair, Mr. Canning said that he felt it proper at that period to communicate to the meeting the extract from a letter he had received from the Secretary of State for Foreign Affairs, dated 27th January 1827, declaring the decided determination of His Majesty's Government not to interfere in the affairs of the late Factory, or the appropriation of the funds.

The resolution was then put, and carried by a large majority.

The following resolution was proposed by Mr. Edye, and seconded by Mr. Grieve:—

Resolved, That the following gentlemen be appointed to form a committee, with leave to add to their number:—Mr. Jackson, Mr. Carr, Mr. Boyes, Mr. Beckitt, Mr. Ramsden, which was passed.

A motion was made by Mr. Hunt, and seconded by Mr. Campbell,—That Mr. Richard Parish be added to the committee; upon which a division took place, and the motion was lost by a majority of 10. Ayes, 39; Noes, 49.

(signed) *Henry Canning*, Chairman of the Meeting.

Hamburgh, 19 Dec. 1833.

AT a meeting of the committee appointed by the general meeting of the British Residents:—

Resolved, That Mr. H. W. Edye be appointed secretary.

Resolved, That the secretary be directed to write to Mr. H. Canning, to ascertain the circumstances under which Mr. Parish received from the Senate the sum of 23,500 marks banco, the property of the late British Factory.

(signed) *John Jackson.* *John C. Ramsden.*
Thos. Carr. *Thos. Beckitt.*
Thos. Boyes, jun.

Sir, Hamburgh, 20 Dec. 1833.

AS secretary to the committee appointed at the public meeting of British residents, I am directed to address myself to you (as you were so kind as to express your readiness to do all in your power to assist that committee in furtherance of the object for which it was formed) to request you would have the goodness to ascertain under what circumstances and conditions, as well as for what purposes, the sum of 23,500 marks banco, the property of the late British Factory, was paid by the Senate into the hands of Mr. Parish. Trusting you will be enabled to favour me with an early reply,

I have the honour to remain, &c.

To Henry Canning, Esq., H.B.M. Consul General. *H. W. Edye.*

Sir, Hamburgh, 20 Dec. 1833.

I HAVE received your letter of this date. Upon a late occasion, when I was applied to on the same subject, I returned for answer, "That I had nothing to do privately nor publicly with the funds of the old Factory, nor with the property of any of the individual members of it." Officially I could not take cognizance of an agreement to which the Government are in no way parties. For the same reason I cannot now take upon me to state the particulars, conditions and circumstances alluded to under which the sum was made over to Mr. Parish, and I really am not sufficiently acquainted with them; but I will with pleasure send your letter to Mr. Parish, with the request that he will give me an answer to communicate to you.

I am, Sir, your obedient humble servant,

To H. W. Edye, Esq. (signed) *Henry Canning.*

AT a meeting of the committee held 21st Dec. 1833, was laid before the meeting a letter from Henry Canning, esquire, dated the 20th instant.

Resolved, That Mr. Boyes and Mr. Carr be appointed a deputation to Mr. Canning, and requested to put the following questions to him:—

1st. To ask him for copies of all correspondence he may have had with the British and Hamburgh Governments on the subject of the late Factory since the commission appointed in 1824 ceased to act; say December in that year.

Enclosure 3, in No. 37.

2dly. Whether he will, on the requisition of the committee now appointed, reclaim from Mr. Parish or the Senate the sum of 23,500 marks banco for the purposes of the British residents generally.

H. W. Edye, Secretary.

AT a meeting of the committee held 23d Dec. 1833:—

Resolved, That Mr. Jackson and Mr. Boyes wait on Mr. Parish with the annexed reclamation of 23,500 marks banco, and to protest against his applying the same in any way without the consent of the committee.

Sir, Hamburgh, 23 Dec. 1833.

We, the undersigned, appointed at a general meeting of the British residents, on the 18th instant, a committee to recover any properties or monies formerly belonging to the late Factory, do hereby claim the sum of 23,500 marks banco, with interest thereon, now in your hands; and protest in the strongest manner against your making any disposition or partial payment of these monies without our consent and approbation.

We are, &c. &c.

(signed) *Thos. Boyes*, jun. *John C. Ramsden.*
Thos. Carr. *John Jackson.*
Thos. Beckitt.

To Richard Parish, Esq.

Sir, Hamburgh, 23 Dec. 1833.

IN answer to the first question, which was put to me this morning by the gentlemen who were deputed by the committee to call upon me—What correspondence has taken place between the British and Hamburgh Governments and myself relative to the Factory since the committee appointed in 1824 ceased to act, I beg leave to say, that none has taken place, with the exception of an application, which I transmitted in August 1826, from the surviving members of the Factory relative to the sum of 23,500 marks banco in the hands of the Senate, about which the Secretary of State, in his Despatch, dated January 27th, 1827, declared that His Majesty's Government would not interfere.

And in answer to the second question—Whether I would apply to the Hamburgh Government and to Mr. Parish relative to the sum of money in his hands, I beg leave to say that I do not feel myself at liberty to interfere about it without instructions from His Majesty's Government.

I am, Sir, your most obedient servant,

(signed) *Henry Canning.*

To H. W. Edye, Esq.

AT a meeting of the committee, held 24th Dec. 1833, Mr. Jackson and Mr. Boyes communicated the result of their interview with Mr. Parish.

That Mr. Parish admitted to have received the sum of 23,500 marks banco from the Senate, but refused to acknowledge the power of the committee in any way to interfere with the disposal of that sum. Having read the protest, Mr. Parish refused to accept it.

H. W. Edye, Secretary.

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No. 38.

Mr. Consul-General *Canning* to Viscount *Palmerston*; (one Enclosure.)

(Extract.) Hamburgh, 24 January 1834.

I DEEM it proper to apprise you, that all the persons who signed the petition which has lately been sent to your Lordship on behalf of British residents in Hamburgh have, by order of the Senate, been cited before the Police, and asked—

If they had sent such a petition?

If the copies of it, which have been inserted in the Times newspaper in London, and the Reporter in Hamburgh, are correct?

If they would give the Senate a copy of it?

If they have sent it to the Times?

If they are citizens of Hamburgh?

By the report which they have themselves caused to be sent to me, and of which I enclose a copy, it appears that they answered the first and the last questions in the affirmative, and the others negatively.

They have not asked me to interfere; but I have thought it my duty to call on the Syndic, and request him to let me know, in order that I might inform your Lordship, what view the Senate had taken of the conduct of these persons. His answer, not given officially, was, that the Senate considered they had, as Hamburgh citizens, committed a breach of their burgher oath of allegiance, and made themselves liable to punishment; but how the Senate would treat the matter, had not been decided.

It

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It is the principle of the Hamburgh Government to consider that foreigners who had become burghers become literally and to all intents and purposes Hamburgh citizens; nor will the Government of Hamburgh admit or allow any foreign interference in their behalf. If they think they have grievances, it is expected that they will apply to the Hamburgh Government for redress, and not ask the interposition of a foreign state. The assertion in the petition that British residents are compelled to become citizens, and then are treated as aliens, is held to be erroneous. They become citizens of their own free will, for their own objects and advantages, and are not treated as aliens, for they enjoy, without any exception, all the rights of Hamburgh citizens, and are eligible to all, even the highest, offices in the State. There are foreigners in the Senate, and very soon there may be an instance of a foreigner becoming burgomaster.

I must inform your Lordship that this matter is at present making a very great sensation in Hamburgh.

(signed) *Henry Canning.*

(Enclosure in No. 38.)

Enclosure in No. 38.

EXTRACT from the MINUTE BOOK of the Committee appointed by a Meeting of the British Residents, on the 18th December 1833.

"THE Undersigned, in consequence of a summons, appeared before the Criminal Police on the 21st instant, when Dr. Bartels read a 'Conclusion' from the Senate, by which he was required to summon them before him, and procure their acknowledgement of having transmitted to the British Government the memorial, as it appeared in the Hamburgh Reporter newspaper of the 14th instant; to ascertain their names and ages, and if they were citizens of Hamburgh."

In reply to the first Query, the Undersigned admitted having sent a memorial to the British Government to the same effect as that inserted in the Reporter; but that insertion was not quite accurate, as there were errors of the press in it. That they had not sent copies of the document to the Reporter newspaper, which appears to have been copied from the Times.

Query:—

Would they point out those errors?

"Which they declined to do."

Was the copy in the Times correct?

"Did not know."

Would they furnish the Senate with a correct copy of what they did write to Lord Palmerston?

"This they declined to do."

Had they transmitted the document to the Times newspaper?

"No."

Afterwards their names and ages were protocolled, and their answer taken,

"That they were citizens of the Republic."

(signed by) *John Jackson.* *John C. Ramsden.*
Thos. Carr. *H. W. Edye.*
Thos. Beckitt.

No. 39.

No. 39.

Mr. Consul-General *Canning* to Viscount *Palmerston*; (with two Enclosures.)

My Lord, Hamburgh, 29 January 1834.

I HAVE the honour to acquaint your Lordship, that in compliance with my application, the Senate of Hamburgh, following the example of the British Parliament, have decreed that the official acts performed by the duly-appointed chaplain of the Established Church at Hamburgh, since the abolition of the English Factory, shall be deemed valid.

I beg leave to transmit for your Lordship's information the translation of a letter which I have received from Mr. Syndicus Amsinck on the subject, and of the official document by which the decree of the Senate has been promulgated.

I have the honour to be, &c.,

(signed) *Henry Canning.*

(Enclosure 1, in No. 39.)

Enclosure 1, in No. 39.

Mr. Syndicus *Amsinck* to Mr. Consul-General *Canning*.

(Translation.) Hamburgh, 23 January 1834.

You have transmitted, in your Letter of the 21st August last, an Act of Parliament, which legally fixes, that after the abolition of the British Factory and its privileges, the marriages performed by the clergyman of the English Episcopal Church at Hamburgh are to be considered as having full legality according to English laws; and you have at the same time expressed a wish that a similar Act of the Hamburgh Senate might be passed with regard to these marriages. Although it may be a question whether it requires such a declaration, the Senate, in order to remove all doubts, and to set the minds at rest, has come in the constitutional way to the following resolutions:—

> "That all the official acts performed here by the clergyman of the English Episcopal Church who has been tolerated since the abolition of the British Court, shall be considered as if he had been formally confirmed by this State, and shall have the same force."

Which declaration has now been made public, and of which I subjoin a copy.

In this manner the question will have been disposed of to the full satisfaction of all parties concerned.

I have the honour to be, &c.

(signed) *Syndic Amsinck.*

(Enclosure 2, in No. 39.)

Enclosure 2, in No. 39.

VALIDITY OF MARRIAGES.

(Translation.) Notice.

The privileges of an established congregation having now been constitutionally conferred on the professors of the Anglo-Episcopal Church, it has also been deemed expedient to remove every doubt on the subject of the official acts hitherto performed in this city by the clergyman of that church; it has therefore been constitutionally resolved,

> "That all the official acts performed here since the abolition of the court by the clergyman of the Anglo-Episcopal Church, who has been tolerated in his functions, shall be considered as if he had been formally confirmed by the State, and shall have the same force.
>
> "Which is hereby made known to and recommended to the attention of all.

"Given in our Assembly of the Senate, Hamburgh, the 20th of January 1834."

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No. 40.

Sir *George Shee* to Mr. Consul-General *Canning*.

Sir, Foreign Office, 7 February 1834.

Lord Palmerston has received your Despatch of the 29th ultimo, stating that the Senate of Hamburgh, following up the late Act of the British Parliament, had issued a Decree, declaring that all the official acts performed by the chaplain of the British Episcopal Church in that city shall be deemed valid. And I am directed by his Lordship to desire that you will take an opportunity to express to the Senate of Hamburgh the acknowledgment of the British Government at this considerate and just Decree, whereby the doubts as to the validity of those acts which had existed in the minds of many of His Majesty's subjects have been set at rest.

I am, &c.

(signed) *G. Shee.*

No. 41.

No. 41.

Mr. Consul-General *Canning* to Viscount *Palmerston*; (three Enclosures.)

(Extract.) Hamburgh, 7 February 1834.

I mentioned to your Lordship, in my Despatch of the 24th ult., that although the subscribers to the petition sent to you had not applied to me for any interference when they were cited by order of the Senate before the police, yet I did not hesitate to address a letter to the Syndic upon the subject, in order that it might be laid before the Senate. I transmit a copy of my letter, as well as of the Syndic's reply: by the latter, your Lordship will perceive that the Senate disputes my right to interfere.

The

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The Senate has not yet come to any decision on this matter. Meanwhile, the parties have been brought again before the police and interrogated further. They have sent me a minute of what occurred on this examination, and I enclose a copy of it for your Lordship's information.

Your Lordship will see that they said, "they have acted in strict conformity with instructions received from the British Government, through Mr. Canning, at an earlier period." They allude, in all probability, to an answer from the Secretary of State for Foreign Affairs to a Memorial from the British residents at Hamburgh, in 1824, the object of which was the investigation of this Factory question, wherein he recommended that a meeting should be called and a committee appointed to inquire into the case, and report upon it through me, then holding my present situation, to the Government. All this was done without any notice of it having been taken by the Hamburgh Government; and possibly it may not be improperly deemed a precedent favourable to the petitioners. But then the cases differ so far, that the proceedings in the first case took place without any publicity which could excite the attention or anxiety of the Hamburgh Government; whereas, on the present occasion, the memorial, containing language or insinuations which are deemed offensive, has been hurried into publicity through the medium of the newspapers.

See No. 5.

(signed) *Henry Canning.*

(Enclosure 1, in No. 41.)

Enclosure 1, in No. 41.

Mr. Consul-General *Canning* to Mr. Syndicus *Sieveking.*

Sir, Hamburgh, 26 January 1834.

The case of the British subjects who have recently by order of the Senate been interrogated by the police, in consequence of a petition addressed by them to the British Government, cannot fail to draw the attention of the public in England, and will acquire importance according to the manner in which it may be treated.

As British subjects can never throw off their allegiance to their natural Sovereign, so they always feel themselves entitled to the protection of His Majesty's Government, and their right to petition is undisputed.

It will be difficult to be understood in England, that a British subject either at home or abroad can ever be deprived of this right, or that he can incur a penalty to any one for exercising it.

The persons who have on this occasion exercised this right in Hamburgh, have no doubt done so entirely in their capacity of British subjects. The case is not without precedent, and that precedent they consider to be in their favour.

To their own country, they will as British subjects naturally look to obtain redress for any grievances under which they may feel themselves to suffer, and they therefore have addressed the British Government without contemplating an offence to any other.

The singular situation in which the petitioners stand may be differently viewed, and admits of explanation; but as it will probably soon be better understood by all parties, and any suspicion of their having culpably offended against the State of Hamburgh may be removed, I beg leave through you to submit to the consideration of the venerable Senate whether any decision in the case, implying culpability, may not advantageously be postponed.

(signed) *Henry Canning.*

(Enclosure 2, in No. 41.)

Enclosure 2, in No. 41.

Mr. Syndic *Sieveking* to Mr. Consul-General *Canning.*

Sir, Hamburgh, 29 January 1834.

Though not authorized to countenance consular interference on behalf of individuals who, whatever may be their birthright, at least until their renunciation of all the commercial and political privileges of Hamburgh citizens in which they participate, and certainly with respect to the relations in which they are placed by a voluntary oath, owe their allegiance to the Senate of Hamburgh, I have laid your Letter of the 26th of this month before this body, whose decision I am unable to anticipate.

K. Sieveking.

(Enclosure 3, in No. 41.)

Enclosure 3, in No. 4.

MINUTE OF THE COMMITTEE.

Hamburgh, 5 Feb. 1834.

"In consequence of a summons received yesterday, the undersigned appeared before Dr. Bartels at the Police Office. A conclusion of the Senate was read, dated 29th January 1834, to the effect that we were required individually to acknowledge the correctness of the Memorial as appeared in the Reporter of the 14th January 1834, or to point out the mis-prints and inaccuracies it contained, otherwise, if we declined to do so, the copy as it appeared in the Hamburgh Reporter would be deemed by them correct. In reply, we stated 'it was in point of fact correct as to its real meaning; there were, however, a few mis-prints which were of no material consequence. We took this opportunity solemnly to protest against any further proceedings of the Senate against us in this affair.'

"We as British subjects having acted in strict conformity with instructions received from the British Government through Mr. Canning, at an earlier period.

"That we are now in possession of letters from the Foreign Office, recognizing our proceedings.

"And further, we deny having in any way acted contrary to our oath of citizenship, or against the real interest of the town.

(signed) *John Jackson.* *Thos Carr* (absent.)
John C. Ramsden. *Thos Boyes*, jun. (absent.)
Thos Beckitt.
H. W. Edye, Secretary.

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No. 42.

Mr. Consul-General *Canning* to Viscount *Palmerston.*

My Lord, Hamburgh, February 14, 1834.

I HAVE had the honour to receive Sir George Shee's Despatch, dated the 20th of January, transmitting to me, by your Lordship's directions, for any observations which I may have to offer on the subject, the copy of a memorial which has been addressed to your Lordship by a committee of the British residents here. In proceeding to comply with your Lordship's desire, I will beg leave to explain in the first place, that the meeting referred to was called, upon a requisition, for the purpose of receiving communications relative to the church. Had it been acknowledged that the object was to renew a discussion relative to the old British Factory at Hamburgh, I should have referred the requisition to your Lordship before I appointed the meeting, because as the affairs of the Factory had already been so often submitted to the consideration of His Majesty's Government, and the result had been, a decision not to interfere in them, I should not have felt myself at liberty to give any countenance to a renewal of the discussion without first applying to your Lordship for instructions. But the opportunity to refer to your Lordship was not afforded to me.

In offering, as your Lordship directs, my observations on the petition, I will not retrace the often related history of the British Factory at Hamburgh, from the time of the "Emperor Rodolph" in 1597, and earlier, down to its dissolution in 1808, because the Foreign Office must already be amply supplied on the subject with records, in addition to those which the papers referred to me contain; but I will take the objects in the petition under distinct heads as they occur, and make my remarks on each separately.

And first, as regards the liability of Hamburgh to pay the sums of marcs banco 80,000, and of marcs banco 23,500, which the Petitioners pray His Majesty's Government to claim from the Senate of Hamburgh.

The British Factory having funds unemployed, had several years previous to its dissolution (I believe in 1797) placed in the State Treasury of Hamburgh, at an annual interest of three per cent. the sum of marcs banco 80,000, which was inscribed in the books of the Treasury, in the names of the court-master and treasurer of the Factory, to whom a "Kammer brief," or Treasury bill, was issued for the amount; and the Government thus became debtors to the Factory for that sum. The money still remained in the hands of the Hamburgh Government at the time of the dissolution of the Factory, and repayment of it was then demanded and consented to; but to make the payment convenient, four periods at intervals of six months were fixed on, and four Treasury bills for marcs banco 20,000 each were issued instead of the original one; and these being paid when due, the Government of Hamburgh had discharged its debt. It is true that in the deed which fixed the dissolution

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dissolution of the Factory, and among other matters arranged this payment, the Senate generally required from the members of the Factory their own special indemnity collectively and individually against any future claims. But this seems to have been more a matter of usual form than of "good and sufficient security" mentioned in the petition; and as applied to this transaction may have been a very unnecessary one, for as no third party had appeared in it, to whom could the Senate be responsible but to those from whom they had received the money? Who also could legally have demanded it from them, and how could the Senate refuse to pay back to those from whom they had received it, a sum of money to which no third party had made any claim? It had been a simple contract between the Senate of Hamburgh and the Factory: Hamburgh was the debtor, the Factory the creditor; and the debt being paid to the Factory, Hamburgh became exonerated.

The sum of marcs banco 23,500, was a debt due by the Senate of Hamburgh to the Factory for property purchased from the Factory; and it has been paid by the Senate several years ago, and placed by desire of the members of the Factory in the hands of a highly respectable British resident, to be applied, for the most part, to an object of great public utility, the building of an episcopal church at Hamburgh. The Senate is thus exonerated also from this debt, and the money is held to be appropriated to the purpose which the committee of British residents in 1824 seem to have had in view for it.

The responsibility of the members of the Factory to the British residents for the funds in their hands at the time of its dissolution, is the next point on which some observations may be offered.

Although it is not to be doubted that the object of the establishment of the British Factory was originally of a public nature, founded on the mutual interests of both countries, yet in the progress of time it seems to have lost much of its public character, and at its dissolution, and for many years previous, had become entirely *a close institution.* No person could be admitted to it without the consent of the existing members; the choice was by ballot, and one dissenting voice excluded. No person but a member had any advantage from the funds. To obtain the use of the funds it was absolutely necessary to become a member of the Factory. The members rendered accounts to no one, neither to the public nor to the Government; they appropriated them as they themselves thought fit; and the only appropriation of them which seems to have been of a public nature was the support of an Episcopal church at Hamburgh. The members of the Factory have applied the funds, with the exception of a portion of the sum of 23,500 marks banco, to their own private use. But they say that being themselves at the time needy merchant adventurers they were entitled to appropriate the funds to their own support. It is certainly to be lamented that they did not rather reserve them for some public purpose, but their obligation to do so might be difficult to substantiate. The funds could not be recovered by any suit or proceeding in any court of law or equity in England; and a suit prosecuted here would be of little avail against persons who are insolvent or dead. The only sum now remaining the members have appropriated to a public object.

The complaints of the British residents in regard to their situation as citizens, compared with that of the British residing at Hamburgh before the dissolution of the Factory, is the next point in the petition to which my observations may be directed.

That the dissolution of the Factory deprived the British of privileges which they had previously enjoyed, is perfectly true. But those privileges were enjoyed only by the members of the Factory, with the exception of exemption from allegiance to Hamburgh in the strict sense in which it is now required, and from military service, not then required from any one as at present. The British, except the members of the Factory, and those included in the then so called "Stranger's Contract," were then, as now, required to become burghers to entitle them to settle and trade in Hamburgh, and being burghers they lost their English privileges. No burgher could be admitted to the Factory. The right of Hamburgh to dissolve the Factory has been admitted, though the act may not have been approved of; and it has not been deemed desirable to require its restitution. The right of Hamburgh as a free state to make laws for herself cannot be disputed. She considered the privileges granted to British merchants as unjust to her own and contrary to modern policy. She decided that no foreigners should have particular privileges within her territory

No. 42. ritory, but she did not wish to exclude foreigners from her state. She, on the contrary, encouraged them to come by giving them all the privileges of her natural citizens, upon condition of being amenable, like them, to her laws. This policy seems intended to prevent the jealousy which would have existed towards foreigners claiming and enjoying exclusive privileges in Hamburgh; and surrounded as Hamburgh is by foreign states, whose subjects would see in her trade and situation inducements to settle in the city, she might soon have found a numerous foreign population within her walls as important as her own natural population, but claiming, under foreign protection, exemption from her jurisdiction.

The British merchant at Hamburgh has an advantage that, being a burgher, he is entitled to all the rights, privileges and protection, of a native-born Hamburgher, and is eligible to all, even the highest offices in the state. It is a great error, therefore, of the petitioners to say that, being compelled to become citizens, they are treated as aliens.

The military service to which not alone as burghers, but even as inhabitants, the British residing at Hamburgh are liable, is irksome and most unpleasant to them; and could exemption from it be obtained for them, they would doubtless be most grateful. It does appear to be extraordinary that this service should be compulsory on foreigners, and that in their case it should not be commutable even for a fine. But the reason for this is to be found in the free state of the population of Hamburgh. The law subjects all burghers and *inhabitants* between certain ages to this duty, and ill health is the only admitted plea for exemption; *all ranks and stations being equally subject to it.*

With regard to the mortification which the petitioners express at the Treaty made by Hamburgh with America; in point of fact, that Treaty has not secured to Americans in Hamburgh any privileges or advantages which would not be equally conceded to the British. It must however be admitted, that the 6th and 7th Articles of the Treaty of the 20th of December 1827, do appear to grant to Americans the right of trading in Hamburgh without becoming burghers; but it is denied that such is the real meaning of them, and as yet the Treaty has certainly not been acted upon in this respect.

There is one solitary instance of the captain of an American ship having entered her at the custom-house himself.

But the assurances often repeated from authority, both verbally and in writing, that no privileges or advantages will be allowed in Hamburgh to Americans which would not be equally conceded to the British as subjects of the most favoured nation, must remove any uneasiness or mortification which the Treaty unexplained might occasion to the British residents.

Allusion is made by the petitioners to the Post-office in Hamburgh, and it seems to be their opinion that a British Post-office might be established with advantage. As other nations have their Post-offices in Hamburgh, it is to be expected that the Government might be induced to concede to Great Britain the same privilege; there can be no doubt of the practicability of organising such an establishment, though attended with many difficulties. But the expediency of doing so is a matter of higher consideration, on which I will not presume to offer any opinion. The revenue supposed to be derived from the Post-office is greatly overrated in the petition, and in practice the pecuniary advantage would afford no adequate compensation for the trouble and responsibility. It is however a subject of complaint, that the postage taken on British letters in Hamburgh is so high. Before the mails were delivered at Hamburgh by the London Post-office, a charge of about sixpence on a single letter was made for its conveyance to and from Cuxhaven, and this charge is still continued, though it might be reasonable to expect a reduction, upon the idea that this service is performed by the Hamburgh Post-office at a less expense now than before. The continuation of the charge is justified upon the plea, that a large sum of money is still annually paid by the Hamburgh Post-office to Hanover for the privilege of bringing the letters, when necessity requires it, through the Hanoverian territory; and that expenses are still incurred for maintaining an establishment at Heligoland, and for keeping open the conveyance from Cuxhaven by land, which must still be resorted to whenever the conveyance by water is impracticable.

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That the Hamburgh Post-office is subject to such charges is no doubt true, but under the existing circumstances means might be taken to modify them, and at any rate it would be policy in the Post-office here to silence apparently just complaints, by reducing the charge on letters, and which would occasion considerable satisfaction to the merchants here.

(signed) *Henry Canning.*

No. 43.

Mr. Consul-General *Canning* to Viscount *Palmerston*; (one Enclosure.) (Extract.)

No. 43.

My Lord, Hamburgh, 6 March 1834.

WITH reference to your Lordship's Despatch of the 16th of July last, and to mine of the 16th of December following, I send the conditions upon which the Senate of Hamburgh have consented to recognize the chaplain and British Episcopal congregation in Hamburgh, and to allow a British church to be built.

These conditions have been agreed to by the gentlemen who were appointed at a meeting of the British residents to arrange them with the authorities of Hamburgh, and they are now submitted to your Lordship's approval.

I have not thought it necessary to call a special meeting of the British to communicate the condition to them, and I shall not do it, unless your Lordship orders me.

(signed) *Henry Canning.*

(Enclosure in No. 43.)

(Translation.)

LICENSE granted to the English Episcopal Congregation, at Hamburgh, on the 15th January 1834.

Enclosure in No. 43.

1.—THE persons belonging to the English Episcopal congregation at present residing or who may hereafter come to reside in our State, have the free exercise of their religion under our protection, according to Article 1 of the regulations of the 20th October 1814.

2.—They have the liberty of performing divine service in a proper building within the city, and are authorized to build and arrange, at their own expense, a suitable edifice for that purpose, upon a spot to be approved of and assigned to them on the Zeughausmarkt.

The plan thereof, with the estimate to be previously given in to the deputation for the ecclesiastical affairs of the Christian non Lutheran community, for the purpose of obtaining our approval.

3.—It is entirely left to the members of the Episcopal congregation, in regard to all cases and disputes which may by any chance happen among them concerning points of religion and doctrine, to apply to the proper ecclesiastical authorities for decision, according to the precepts or rules of their church; but in all other and similar cases, having a reference to this license, the decision is to be left to the constitutional authorities of this city; and in case of the incompetency of the judicial and police authorities, then the existing deputation for the ecclesiastical affairs of the Christian non Lutheran community is to decide; from whose decision they are at liberty to appeal to our extra-judicial decision only, and not to resort to any court of justice, or any other legal remedy.

4.—The chaplain and other clergymen of the English Episcopal church, being appointed according to the laws and regulations of their own country, are to be presented by the directors or wardens of the community to the above-mentioned deputation, in order to obtain our sanction for the exercise of their official duties. The directors and wardens must also give notice to the deputation of the election of candidates, schoolmasters, organists and other servants of the church.

5.—The clergymen of the English Episcopal church are to conduct themselves peaceably and quietly in their ministry in this place, to refrain from all controversies and offensive expressions, namely, against the Evangelical Lutheran religion; to treat the ministry of this place with love and respect, and to claim no ministerial rights.

6.—All the before-mentioned persons, clergymen, candidates, schoolmasters and other servants of the church, are, like all other such persons of other confessions, by virtue of the *jurisdictio ecclesiastica cum jus diœcesarum* belonging to us in our territory, subject to our jurisdiction alone. As regards, however, decisions on their creed and doctrines, Article 3 remains in force. They must become bound to the city, and also pay those taxes to which the members of the ministry here and the servants of the city churches are liable. Those servants of the church, who carry on trade in the city, are obliged to become citizens, and, like all other citizens, liable to pay contributions.

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7.—The usual and extraordinary festivals appointed for our State, are also to be celebrated in the church of the English Episcopal congregation, as far as this celebration is not contrary to their religious principles. All orders and notifications to be published in the city churches, not relating to conscience and religion, if required by us, must also be proclaimed in the English Episcopal church. The prayers for us, the Senate, for the burgesses and for the whole State, are to be arranged according to the prayers appointed in the city churches.

8.—The extraordinary collections to be ordered by us in the city churches for particular objects, are also to be appointed in the church of the English Episcopal congregation, and the money collected to be paid to the before-mentioned deputation; but the appointment of ordinary collections for charitable purposes during their divine service, as also the proper distribution and application of the same, are left solely to their directors and wardens.

9.—All publications of the banns of marriage, without exception, must be made in the city churches, and in the church of the parish where the bride, on account of her residence, is settled. Should the bride be living abroad, then the banns must be published in the church of the parish where the bridegroom resides. But the members of the English Episcopal community are at liberty, besides that, to have the banns published in their church. If one of the parties should belong to the Evangelical Lutheran church, then the marriage ceremony must be performed by a Lutheran clergyman of the church where the banns were published. If both parties are respectively attached to another religion, they are at liberty to have the ceremony performed by their clergyman, but in every case of a marriage intended to be celebrated here, the license must be applied for at the Wedde, and the regular fees paid for the same, as are generally paid by the Lutheran inhabitants.

10.—In regard to christening, the parents are at liberty to have their children christened by a Lutheran clergyman of the parish where they reside, or by their own clergyman. In the first case, the children are to be registered in the register of christenings of the parish where the parents reside; the parents are at liberty however, even when the children have been christened by the clergyman of the English Episcopal congregation, to have them registered in the church books of the parish.

11.—The clergymen of the English Episcopal congregation have to keep a faithful register in their church books of their christenings and marriages, according to their official duties, and in this respect they must observe the existing regulations, and such as may in future be made. In particular, they are referred to those made by a decree of the Senate and Citizens of the 16th November 1815, and published on the 30th of the same month, concerning the registering of births, marriages and deaths.

12.—In all cases where the members of the English Episcopal congregation are obliged to, or voluntarily, call in the Lutheran clergyman to perform their office, according to Articles 7 and 8, the usual fees are to be paid to them, as also the lawful fees to the church officials entitled to demand the same. However, persons in good circumstances are at liberty to give more.

13.—The members of the English Episcopal congregation are at liberty to choose their churchwardens from among themselves, and are also authorized to choose and appoint their directors, under the name of a committee for the affairs of the congregation. Notice of the election must each time be given to the deputation for the ecclesiastical affairs of the Christian non Lutheran community.

The churchwardens, or other persons of the congregation regularly authorized, have, without prejudice to our chief authority, the superintendence over the church, the distribution of the alms collected and ordinary collections, the management of the common property and capital, and they shall certainly be protected by us in their office; but they must not pretend to or claim any further privileges, particularly those connected with the ecclesiastical jurisdiction, which we have reserved to ourselves alone.

We reserve to ourselves besides an eventual constitutional alteration of this license at our discretion, according to time and circumstances.

In witness whereof, we have caused one of our secretaries to subscribe this license, and to affix to it our official seal.

Done at Hamburgh, the 17th January 1834.

Ex speciale Commissione
Amplissimæ Senatus Hamburgensis.

(signed) *Edward Banks*, D^r,

(L.S.) Reipublicæ Hamburgensis Secretarius, subscripsi.

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No. 44.

Sir *George Shee* to Mr. Consul-General *Canning*; (with two Enclosures.)

Sir, Foreign Office, 20 March 1834.

Viscount Palmerston has had before him a Memorial (of which the enclosed is a copy) from certain British subjects, citizens of Hamburgh, stating that proceedings had been instituted against them by the Hamburgh Government for an alleged violation of the burgher oath of allegiance, in forwarding a memorial to His Majesty's Government on the subject of certain grievances of which they complain. His Lordship has also had before him your Despatches of the 24th of January and the 7th February last upon the same subject.

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It appears from your Despatch of the 24th January, that foreigners who are admitted burghers of Hamburgh, are considered to have become to all intents and purposes Hamburgh citizens, and that as such they enjoy peculiar privileges and advantages; and that even the highest offices of the State are open to them. That being the case, they must necessarily be subject to the jurisdiction of the local authorities in all matters which relate to their conduct as citizens, and which do not affect the natural allegiance which they owe to their own Sovereign. It must therefore be for the legal tribunals of Hamburgh to determine how far the petition which has been addressed to Lord Palmerston by certain British residents in that city, is inconsistent with the obligations which those residents have contracted with that Government, or conflicts with the oath which they took on being admitted to their burghership.

Nevertheless, Lord Palmerston is desirous that you will take an opportunity of expressing to the Hamburgh Government the hope of His Majesty's Government that these persons will not be made to suffer for a proceeding which evidently arose from a misconception on their part as to the effect of the relations which they had entered into with the State of Hamburgh by becoming citizens thereof, and which did not imply any deliberate intention to be wanting in the respect due by them towards the authorities of the city in which they have established themselves.

The Hamburgh Government cannot fail to be aware that these Persons have friends and connexions in England, who must naturally share their feelings and take a deep interest in their welfare; and any penal measures adopted against these persons, would inevitably produce an unfavourable effect upon those relations between Great Britain and Hamburgh which are mutually advantageous to the two States.

I further inclose to you a copy of the answer which has been returned to the memorial of the merchants.

I am, &c.
(signed) *G. Shee.*

(Enclosure 1, in No. 44.)

Enclosure 1, in No. 44.

The Right Hon. Lord Viscount *Palmerston*, His Majesty's Principal Secretary of State for Foreign Affairs, &c. &c. &c.

We, the undersigned, had the honour to transmit to your Lordship, on the 27th December, a Memorial on the part of the British residents in this city.

It is now our duty to apprise your Lordship, that in consequence of our having done so, we were summoned, by order of the Hamburgh Senate, before the criminal police on the 22d instant, when we were obliged to state our names, ages, the time when we became citizens, and to admit having sent the said memorial to your Lordship.

What steps are to follow we are not yet aware of; but fine, imprisonment, depriving us of our rights of citizenship and banishment, are all spoken of.

In drawing up this memorial we have acted in strict conformity with the instructions given to the British residents in Hamburgh, by His Majesty's Government in 1824, through Mr. Henry Canning, of which the following is an extract:

"To Francis Carbutt, esq.

"Sir, Hamburgh, 24 May 1824.

"I have the pleasure to acquaint you, that the Right Hon. Secretary of State for Foreign Affairs has informed me that my Letter of the 23d January last, inclosing the Memorial from the British residents here on the subject of the late Factory at Hamburgh, was referred to the consideration of the Board of Trade.

"His Majesty's Government are of opinion, that in conformity with the suggestions contained in the memorial from the British residents, immediate appointment should be made of a commission to examine into and recover the property of the dissolved Factory, and to investigate the grievances complained of by the British residents; and that this commission should report on each of these points through me to the Government.

(signed) "*Henry Canning.*"

The steps already taken against us for having corresponded with your Lordship being the prelude to a criminal prosecution, we trust your Lordship will see the necessity of the prayer of our memorial meeting with as early attention as your Lordship can conveniently give to it.

We have the honour to remain,
Your Lordship's most obedient and humble servants,
Hamburgh, 24 Jan. 1834. *John Jackson.* *John C. Ramsden.*
Thomas Carr. *Thos. Beckitt.*
H. W. Edye, Secretary.

Mr. Thos. Boyes, jun. absent in England.

Enclosure 2, in No. 44.

(Enclosure 2, in No. 44.)

Sir *George Shee* to Mr. *Edye*.

Sir, Foreign Office, March 20, 1834.

VISCOUNT PALMERSTON has had under his consideration a Memorial from certain British merchants, citizens of Hamburgh, upon the subject of the proceedings which have been instituted against them by the Hamburgh Government, for an alleged violation of the burgher oath of allegiance, in forwarding a Memorial to His Majesty's Government, detailing certain circumstances by which the memorialists conceive themselves to be aggrieved.

In reply, I am directed by Viscount Palmerston to state to you, for the information of the memorialists, that foreigners, when admitted burghers of Hamburgh, are understood to have become, to all intents and purposes, citizens of Hamburgh, and to enjoy in that capacity peculiar privileges and advantages, not excepting eligibility even to the highest offices of the State. Such persons, therefore, must necessarily be subject to the jurisdiction of the local authorities in all matters which relate to their conduct as citizens, and which do not affect the natural allegiance which they owe to their own Sovereign. It is consequently for the legal tribunals of Hamburgh to determine how far the appeal of the memorialists is inconsistent with the obligations which they have contracted with the Government of Hamburgh, or with the oath which they took on being admitted to their burghership.

Lord Palmerston has nevertheless instructed His Majesty's Consul-General at Hamburgh to express, unofficially, to the Hamburgh Government, the hope of His Majesty's Government that the memorialists will not be made to suffer for a proceeding, arising rather from a misconception on their part as to the effect of the relations which they had entered into with the State of Hamburgh by becoming citizens, than from any deliberate intention of being wanting in the respect due by them towards the authorities of the city in which they have established themselves.

I remain, &c.
(signed) *G. Shee.*

No. 45.

No. 45.

John Backhouse, esq., to Mr. Consul-General *Canning*.

Sir, Foreign Office, 4 April 1834.

VISCOUNT PALMERSTON has received your Despatch of the 6th of March last, enclosing the conditions upon which the Senate of Hamburgh have consented to recognize the chaplain and the British Episcopal congregation in Hamburgh, and to allow a British church to be built; and I am directed by his Lordship to make to you the following observations upon some of the articles to which there appears to be ground of objection.

1st. It is presumed that the regulations laid down in Article 41 are equally in force at Hamburgh in regard to *all* religious communities; otherwise these regulations would be an invidious and unfair restriction.

2d. With respect to that part of Article 7 which provides that prayers for the Senate, the Burghers and the State, are to be said according to the form appointed to be used in the city churches, it is to be observed that, although it is very proper that the English congregation resident at Hamburgh should pray for the Constituted Authorities of that State, yet it should be according to their own forms; the imposition of any particular form of prayer by the authorities of one communion upon the members of another communion being an invasion of religious rights which ought not to take place.

3d. With respect to Articles 8 and 13, which confide the distribution of alms collected in the church, to the "directors and wardens," it is to be observed, that it must be a matter of indifference to the local government in what manner money collected in the church for charitable purposes may be applied; and there can be no good reason why the application of such sums should not be regulated according to the canons and practice of the English church, which prescribe that the minister of the church should be joined in the distribution of alms with the churchwardens. If satisfactory explanations should be afforded upon these points, there appears to be no objection to the other conditions.

I am, &c.
(signed) *J. Backhouse.*

No. 46.

No. 46.

Viscount *Palmerston* to Mr. Consul-General *Canning*.

Sir, Foreign Office, April 8, 1834.

UPON an investigation of the questions treated of in the Memorial signed by certain British residents at Hamburgh, it has appeared that further information is required

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required as to those observations in the Memorial which relate to the exclusive privileges conceded to American citizens in Hamburgh. The Memorial states that the Government of the United States of America have, by their treaty with Hamburgh of 1827, procured advantages for American citizens superior to those enjoyed by British subjects, and it is understood that these observations refer to the 6th and 7th Articles of that Treaty.

No specific complaint, however, has hitherto reached His Majesty's Government that any exclusive privilege has, in fact, been enjoyed by the Americans in Hamburgh since that Treaty came into operation; and it may be presumed, therefore, that the Senate has availed itself of the option given by the 6th Article, and has placed the Americans upon the footing of the most favoured nation. If that is the case, British subjects at Hamburgh suffer no practical grievance, because they have long been placed, and still continue to be, upon the footing of the most favoured nation, and they enjoy, therefore, the same advantages as American citizens.

But it is stated in your Despatch of the 14th of February last, that assurances have been often repeated by the Hamburgh authorities, both verbally and in writing, that "no privileges or advantages will be allowed in Hamburgh to American citizens which would not be equally conceded to the British, as subjects of the most favoured nation;" and as it is desirable that, upon a matter of this kind, no doubt should be allowed to exist, you are instructed to ask the Hamburgh Government to give you a declaratory note, explaining the real meaning, and stating what has been the practical effect, of the Articles in their Treaty with the United States, and formally extending to the subjects of His Majesty all the privileges which, under that or any other treaty, have been granted to the citizens of the United States. It is conceived that the Senate of Hamburgh can have no objection to a measure which would only be a fulfilment of their former declarations to you.

I am, &c.

(signed) *Palmerston.*

No. 47.

No. 47.

Sir *George Shee* to Mr. Consul-General *Canning*; (one Enclosure.)

Sir, Foreign Office, April 15, 1834.

I am directed by Viscount Palmerston to acknowledge the receipt of your Despatch of the 14th February last, containing observations upon the Memorial addressed to His Majesty's Government by certain British merchants resident in Hamburgh, relative to the disposal of the funds and property of the late British Factory in that city, and to other circumstances connected with their situation as citizens of Hamburgh, by which they conceive themselves to be aggrieved.

Lord Palmerston having given to the whole subject of complaint the fullest consideration, his Lordship has directed me to communicate to the Memorialists, through Mr. Hill, his answer to the prayer of their Memorial; of which answer I herewith transmit to you a copy for your information.

I am, &c.

(signed) *George Shee.*

(Enclosure in No. 47.)

Enclosure in No. 47.

Sir *George Shee* to Mr. *Edye.*

Sir, Foreign Office, April 14, 1834.

The allegations set forth in the Memorial of the Committee of British residents at Hamburgh, the receipt of which I acknowledged in my letter to you of the 28th of January last, having been thoroughly investigated and considered by Viscount Palmerston, I am directed by his Lordship to acquaint you, for the information of the parties concerned, that he sees no ground upon which His Majesty's Government could be justified in complying with the prayer of that Memorial, by demanding that the Senate of Hamburgh should again pay, for the general purposes of the British residents, the two sums specified as having belonged to the late British Factory, and which the Senate has already made over to the remaining members of that establishment.

The principal allegation brought forward by the Memorialists, in support of their application, is, "that the Hamburgh Government is still in possession of the Steelyard in London, which was granted by the British Government in return for privileges and valuable buildings belonging to the British residents in Hamburgh, while those privileges and buildings have been taken away without any equivalent."

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But it appears that the Steelyard, and the property attached to it, were ceded in perpetuity, not to the city of Hamburgh, but to the Hanseatic Republics generally; and not as an equivalent for any property or privileges granted to British subjects in Hamburgh, in the year 1618, but as part of the compensation made by England for injuries done by British subjects to citizens of the Hanse Towns, during war, and as far back as 1474; and that this Steelyard property was granted to the Hanse Towns in 1474, by a formal treaty between England and those Towns, which treaty was afterwards confirmed by an Act of Parliament; so that the title of the Hanse Towns to this property cannot now be brought into question, nor be made the subject of fresh negociation.

His Lordship, adverting to these circumstances, cannot perceive any connexion between the Steelyard property ceded to the Hanse Towns in 1474, and the buildings and privileges to which the members of the British Factory were entitled under the contract which was concluded between the Company of British Adventurers and the Senate of Hamburgh in 1618.

With reference to the allegation contained in the Memorial, " that ever since the renewal of intercourse with the continent in 1814, British subjects residing at Hamburgh have felt themselves neglected by the British Government, and their interests wholly disregarded;" I am to acquaint you, that a careful examination of the correspondence of this office during the last twenty years, has satisfied his Lordship, that the Memorialists have advanced this allegation under an erroneous impression, and that they have overlooked, or have not been aware of, the numerous instances in which, during the period in question, the representations of His Majesty's subjects resident in Hamburgh have engaged the attentive consideration of his Lordship's predecessors in this department, and have been followed by such redress and satisfaction as the circumstances of each case gave His Majesty Government a right to claim from that of Hamburgh.

The representations thus made at former periods, set forth various commercial and municipal grievances, and stated the inconveniences experienced by the British residents, from the want of a proper building for the celebration of divine worship, and from the difficulty of raising any adequate pecuniary means for providing such a building, and for defraying the expenses attendant thereupon.

With respect to the commercial grievances alluded to, which arose out of the cessation of certain ancient privileges; it appears that the principal privileges which the applicants sought to obtain, had never been previously enjoyed by any British subjects in Hamburgh, except by the limited number of individuals who were members of the late Factory, and by them solely in their capacity of members of that establishment; that these privileges were chiefly of an obsolete character, and have not of late years been conceded by the Hamburgh Government to the subjects of any foreign state; and that they were not privileges which His Majesty's Government could apply for, consistently with the usual policy of the present times.

One only of the grievances complained of was found to be susceptible of remedy, and that was the tax upon emigration; and this tax was abolished by the Commercial Convention concluded in 1825 between His Majesty and the Hanseatic Republics.

The municipal grievances complained of in the above-mentioned representations, consisted of the civil and military duties to which the British merchants are still liable, in their capacity of burghers; but no British subject resident at Hamburgh, except the members of the late Factory, has ever been exempt from these duties.

These duties are exacted from all citizens, whether natives or foreigners. They are required, in obedience to the constitution and laws of Hamburgh, and are a necessary condition of the residence of a foreign merchant, no matter of what nation, in that city. The liability to perform these duties has, moreover, been voluntarily incurred by those who, with a knowledge of the existing laws of the State, have chosen to fix their residence therein; and it could not have been expected that any application from His Majesty's Government to that of Hamburgh, for the relief of British subjects from such liabilities, would have been successful.

His Majesty's Government did not fail to pay due attention to the representations which were made of the inconvenience felt in consequence of the want both of a suitable building for divine worship, and of adequate funds for erecting such a building, and defraying the current expenses of the church. It was indeed manifest that these inconveniences arose out of the dissolution of the Factory, because during the existence of that body, the other British residents enjoyed, not as a matter of right, but by the permission of the members of the Factory, the advantage of using the Factory chapel, the expenses of which were defrayed out of the funds of that establishment.

His Majesty's Consul was accordingly instructed to make an official application to the Hamburgh Government for the grant of a building to serve as a chapel; but the Senate declined to comply with this request, on the ground that to do so would be contrary to the practice of the Hamburgh Government, which had never made such a concession in favour of the subjects of any foreign power. The Senate, however, expressed a disposition to afford its assistance towards the obtaining a piece of ground whereon such a building might be erected, provided no expense should thereby be thrown upon the State of Hamburgh; and a negociation is now going on, with the view of obtaining a piece of ground for this purpose.

His Majesty's Government has, in the mean time, contributed a liberal aid, under the Act of Parliament, 6th Geo. IV. c. 87, towards the hire of a chapel, the salary of a chaplain, and the other expenses attendant upon the celebration of divine worship.

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With respect to that part of the Memorial of the Committee, in which it is alleged, that American citizens in Hamburgh are in possession of advantages superior to those which are enjoyed by the British residents; Lord Palmerston can only assure the Committee that, whenever he shall receive information that any specific privilege, not extended to British subjects in Hamburgh, is actually enjoyed by American citizens, or by any other foreigners resident in that city, His Majesty's Government will not fail to claim from the Senate of Hamburgh the extension of the same privilege to the subjects of His Majesty.

I am directed by Viscount Palmerston to acquaint you, in conclusion, for the information of the Committee, that the representations on the subject of the establishment of a British Post-office at Hamburgh, which have been addressed from time to time to this department, have been invariably submitted to His Majesty's Postmaster-General; but that officer has not hitherto deemed it expedient to propose to the Hamburgh Government to make any change in the existing Post-office arrangement, which is productive of much mutual advantage to the two States.

I am, &c.

(signed) *G. Shee.*

EXTRACT of the Treaty of Peace and Commerce between England and the Hanse Towns,* signed at Utrecht, the 28th February 1474.

(*Referred to in the preceding Letter.*)

Art. IV. It is moreover appointed, convened, agreed and concluded, between the orators aforesaid, that all and every merchant, and other subject and liege of His Majesty the King of England at this present time being, of whatsoever condition they may be, shall have, and have now, the liberty, as often as they shall think proper, or as often as they please, safely and securely to enter the country of Prussia, and other places of the Hanseatic Towns, to stay and converse, to go out and return, to buy and to sell, with of and to any persons whatsoever, so and in the same manner and as freely as ever before these times they could and were used to buy and sell, to go to and fro, on paying the duties and monies for their merchandizes as due and usual; and that all and every merchant and other subjects of His Majesty the King of England shall, in the country of Prussia, and other places of the Hanseatic Towns, fully enjoy all and every liberty and free custom, which they ever before at any time did reasonably use and enjoy. There shall not be imposed upon their persons or goods any tax, new exaction or duty, any otherwise, or in any other manner, than were, or have been, imposed upon them 10, or 20, or 30, or 40, or 50, nay, even a century and upwards ago. In like manner that, in return, all and every person of the Hanse Towns aforesaid, present and future, of whatsoever condition they may be, shall have, and have now, the liberty, as often as they think proper, or as often as they please, to enter into the country of England, and the states and dominions of His Majesty the King, to stay there and to converse, to go out and to return, safely and securely, to buy and to sell, according to the form and tenor of the charters and privileges granted to them or to their predecessors; paying, however, the duties and monies due, according to the virtue, form and effect of their privileges; and that all and every of the said merchants and persons of the Hanseatic Towns aforesaid, present and future, shall fully use and enjoy all the privileges and liberties given and granted to them, or to their antecessors by the Kings of England, in the same manner as they ever before these times did reasonably use and enjoy the same; and there shall not be imposed upon their persons and goods any tax, duty, new exaction or subsidy, beyond what is due, according to the force and form of the privileges granted to them as is aforesaid.

Art. VIII. It is moreover appointed, convened, agreed and concluded, that the Most Serene King of England, for a further satisfaction and compensation of all and every damage, injury and affront, about which being done and committed by the subjects of the Crown against the persons of the Hanse Towns, there have been many quarrels, shall, over and above other compensations, agreed on and advised of, whatsoever, appropriate, or cause to be appropriated, to them and to their successors for ever, certain houses and mansions to be possessed and held by them;—to wit, a certain court situated in London, called Stalhoff, *alias* Steel-yard, together with the buildings adhering thereto, and all the rights of the same, extending as far as the building called the Guildhall a Teutonicorum, (*i. e.* the mansion-house of the merchants of the Hanse Towns) included; moreover, in Boston yard, the Stalhoff, *alias* Steel-yard; and that in Lane-yard, another like house shall be ordered, for the use and utility of the said merchants of the Hanse Towns near the water-side; which shall likewise by His said Majesty the King be appropriated unto them and their successors for ever, to be possessors thereof, provided that the perpetual burthens annexed and incumbent on the house, to wit, the Stalhoff, or Steel-yard aforesaid, with its adherent buildings, demanded in London, according to ancient foundations or the last wills of good christians for the presenting of ecclesiastical persons, or other pious uses, shall be acknowledged, supported and fulfilled, in every respect and in every point by the said merchants and their successors, in like manner as the proprietors thereof at present are obliged to acknowledge, support and fulfill the said burthens; and provided by the King's letters, that the merchants of the Hanse Towns aforesaid, and their successors, shall have liberty to reign and govern over the said houses and mansions,

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* In the 14th and 15th centuries, the Hanseatic League is said to have comprized from 60 to 80 cities.

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mansions, pull down and remove the old timber thereof, and erect new ones in the room thereof, and pull down entirely the houses and mansions with all their buildings, in the whole or in part, and rebuild others at their will; with the fullest power to use and enjoy them at the choice of their will, without paying any new duties besides the premises, or laying upon them any other burthen of any kind; and with a perpetual and irrevocable renunciation and cessation made by those to whom these mansions and houses did belong; all and every statute and custom of the kingdom of England, together with all other exceptions of right as well as deed, and all deceit and fraud, as far as it concerns the premises, being entirely removed and ceasing, any other ordinances whatsoever notwithstanding.

Art. IX. It is moreover appointed, convened, agreed and concluded, that for the satisfaction of all and every damage done to the merchants and other persons of the Hanse Towns whomsoever, by the English unto the present day, and for extirpating and abolishing all and every odium, displeasure and animosity of the persons of the said Hanse Towns against the subjects of the Crown of England, the said King most graciously and most munificently will give to the Hanse Towns, besides the houses and mansions aforesaid, a certain considerable sum of money sterling; the payment of which they shall obtain in the next ensuing successive year, out of all and every duty due to the King upon their merchandizes that are lawful and not prohibited, which they shall import into the said kingdom, or export out of the same; in such manner that the merchants of the Hanse Towns residing in London shall receive the same duties, in payment of the sum aforesaid, until they shall have received the whole payment, provided that they do not, under any colour, pass any one as of their guild and society who is not, nor his goods in any manner, which sum, (although indeed it was formerly estimated at fifteen thousand pounds, it is now understood and agreed by the orators of England, at the desire of the orators of the Hanse Towns, that His Majesty the King of England, His heirs and successors, shall maintain, protect and keep indemnified all and every merchant and person belonging to the Hanse Towns against any of his subjects whomsoever in regard to any action, question and litigation, which on occasion of the injuries or captures of persons, ships, merchandizes or any other things whatsoever at any times past shall or might be competent to them, or any one of them, against the merchants of the Hanse Towns) the said orators of the Hanse Towns have moderated and estimated at the sum of ten thousand pounds sterling only; the retention and payment of which ten thousand pounds the said merchants shall obtain and have out of their duties the next ensuing years successively, as is shown by the royal obligation, in a better and stronger form, in His letters patent to be made hereafter to the said merchants; in which case, and the premises being well and faithfully fulfilled, the said orators of the Hanse Towns do confess and acknowledge, in the name of all the Hanse Towns, His Majesty the King of England, and His successors, subjects and lieges of the Crown of England, present and future, discharged, absolved and acquitted of all and every damage, injury, despoliation, depredation, incarceration, arrestation of persons, goods and merchandizes, and the alienation, distribution and partition of the same, against the merchants and persons of the Hanse Towns, committed or attempted by the King or Kings of England, or His or their subjects, either by fact, or judgment and sentence, or execution or otherwise, in what manner soever; and they do, by these presents, firmly acquit and absolve them, and every one of them thereof, in the event and case above said.

Art. XI. It is moreover appointed, convened, agreed and concluded, that if any of the cities, communities or persons whatsoever, being of the confederation of the Hanse Towns, is now separated and dismembered by the orators of other cities and communities of the said Hanse Towns, for certain causes and motives from the other cities and places making up the society of the Hanse Towns, or shall, in any future times, be separated and dismembered, or any one shall of her own accord separate and dismember herself, His Majesty the King of England shall, upon proper notification and requisition made by the orators of the said cities and communities of the Hanse Towns, directly, without any other or further cause and recognition as often as such a thing shall happen, account such cities, communities or person thus certified to him as aliens, and such foreigners that are without any claim of privilege in His kingdom of England until he shall, by letters of the orators of the Hanse Towns, be assured of the reunion and reconciliation of such cities, communities or persons with the Hanse Towns.

Art. XII. It is moreover appointed, convened, agreed and concluded, that the City of London shall accept of any treaties, compacts and obligations entered into and made between the said King and the cities and orators of the Hanse Towns, without any contradiction to be observed for ever; as also to renew under the authentic seal and letters patent of the said city sufficient to the purpose, all and every composition, and ancient contracts, and every sentence given by their contracts for the merchants of the Hanse Towns, and to re-admit the above merchants to all these and other their liberties and ancient customs whatsoever, as far as the same have been renewed and confirmed by His said Majesty the present King, by the authority of His Parliament, or any otherwise, although these liberties and ancient customs have several times been interrupted by contrary acts, or otherwise, so that they shall use and enjoy them, as they were accustomed to use and enjoy the same of old; some privileges granted to the City of London notwithstanding, which they shall not enjoy against the merchants aforesaid.

Art. XIII. It is moreover appointed, convened, agreed and concluded, that the merchants of the Hanse Towns shall be put in possession, and have the custody of a gate in London, commonly

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commonly called Bishopsgate, according to the whole force, form and effect of the composition formerly made between the said city and the said merchants.

Art. XXVII. It is moreover appointed, convened, agreed and concluded, that all and every of the premises, described and contained in these presents, shall not be productive of any prejudice to any letters, privileges, liberties, concessions, indulgences, agreements and treaties, given and made before this present time by the most illustrious Kings of England, and others whomsoever, to the merchants and persons of the Hanse Towns, or given and granted, made and agreed on, between the said Kings and others, and the merchants and persons of the Hanseatic Towns, in any manner whatsoever; but that all and every of the former, together with these presents, and these presents together with the former, shall remain in their force and virtue; so that the merchants, the community of the Hanse Towns, and individuals, shall enjoy the letters, liberties, concessions, indulgencies, agreements and treaties aforesaid, together with these present appointments, conventions, agreements and conclusions, in all their articles and points whatsoever, and to interpret them as it shall be most pertinent for their own interest; and also to avail themselves thereof more freely and usefully for convenience and despatch, freely and quietly for ever; a contrary or any other interpretation thereof shall by no means be made, any one's contradicting it notwithstanding.

No. 48.

Mr. Consul-General *Canning* to Viscount *Palmerston*; (one Enclosure.)

No. 48.

My Lord, Hamburgh, 15 April 1834.

IN reference to Sir George Shee's Despatch, dated the 20th ultimo, containing the copy of a Memorial and of the answer to it from certain British merchants, citizens of Hamburgh, relative to proceedings that had been instituted against them by the Hamburgh Government for an alleged violation of the burgher oath of allegiance, in forwarding a Memorial to His Majesty's Government on the subject of certain grievances of which they complain, and communicating to me your Lordship's instructions as to the manner in which I was to treat the subject in speaking of it to the authorities here, I have the honour to acquaint your Lordship that I did not omit to take opportunities of expressing to the Government here the view taken by His Majesty's Government of the situation in which the petitioners stood as Hamburgh citizens, and of representing the hope that the matter would be treated leniently. The Government here appear to have been pleased with the expression of the sentiments of His Majesty's Government on the occasion; and I am happy to inform your Lordship that the sentence passed upon the persons has been confined to a reprimand and payment of costs.

I transmit a translation of the sentence herewith.

I have the honour to be, &c.

(signed) *Henry Canning.*

(Enclosure in No. 48.)

Enclosure in No. 48.

EXTRACTUS Protocolli Senatus Hamburgensis, Veneris, die 9° Aprilis, 1834.

UPON re-produced acts of examination, and according to Commissorii Ampt Senatus of the 5th of this month, against John Jackson, Thomas Carr, Thomas Beckitt, J. E. Ramsden, H. W. Edye and Thomas Boyes junior, citizens of Hamburgh, in consequence of a Memorial signed by them and addressed to Lord Viscount Palmerston, His Britannic Majesty's Secretary of State for Foreign Affairs, and which appeared in the Hamburgh paper, "The Reporter," on the 14th January, and acknowledged to have originated in them, *conclusum et commissum*, the Chief Police Magistrate, *cui retruduntur actu*, to summon the above-named six Hamburgh citizens before him, and to signify to them the high displeasure of the Senate for having, without any previous attempt to seek redress from the authorities here for supposed claims on the Hamburgh Government, and complaints against them, dared to apply to the British Government by means of the above-mentioned Memorial, in which assertions are introduced quite foreign to the prayer of it: but to inform them, that in consideration of their assurance that they had not contemplated nor intended any injury to the State of Hamburgh, nor were deficient of respect to the magistracy, they were hereby only reprimanded, without any further punishment.

That, however, it was expected that for the future they would make themselves better acquainted with the duties they are under as citizens of this place, and that they would, in every respect, conduct themselves conformable to the burgher oath taken by them, because, in the unexpected event that they should render themselves guilty of similar conduct, the laws would then take their course against them: moreover, to make the appearers pay the cost of the examination, and to return the proceedings to the Senate.

(signed) *E. Banks*, Dr. Concordat.
(signed) *K. Sieveking.*

No. 49.

No. 49.

Sir *George Shee* to Mr. Consul-General *Canning*; (one Enclosure.)

(Extract.) Foreign Office, May 6, 1834.

VISCOUNT PALMERSTON having referred to the Postmaster-General for consideration an extract of your Despatch of the 14th of February last, together with an extract of the Memorial from certain British merchants at Hamburgh, complaining of the Post-office establishment in that city and of the rates of postage charged on letters conveyed thither by the British packets, I am directed by Lord Palmerston to transmit to you a copy of the answer which has been received from the Post-office upon the subject.

(signed) *G. Shee.*

(Enclosure in No. 49.)

Enclosure in No. 49.

Sir *Francis Freeling* to Sir *George Shee.*

Sir, General Post-office, 3 May 1834.

I AM commanded by my Lord the Postmaster-General to state, for the information of Viscount Palmerston, that he has had under consideration the extract of a Memorial from certain British merchants at Hamburgh, complaining of the Post-office establishment at that city, and of the rates of postage charged on letters conveyed thither by the British packets, which his Lordship directed to be transmitted for his Grace's opinion, together with an extract from His Majesty's Consul at Hamburgh on the same subject.

His Grace is of opinion, with regard to the rate of postage charged at Hamburgh upon letters from this country, that he has no right whatever to interfere in the matter of any rates which the Post-office at that city may think fit to levy upon the introduction or delivery of letters within its territory; besides, in the case in question there has been no addition made to the former rates, and the complainants seem to admit that formerly the rate was not unreasonable, in consequence of the expenses of the conveyance of the mails from Cuxhaven to Hamburgh, and now that the communication is greatly improved, the postage is not increased; and although the mails, during a great part of the year, are conveyed direct to Hamburgh by steam-vessels, that office is still compelled to maintain its payment to Hanover for the right of conveying a close mail through its territory whenever it may become necessary, and it is also at considerable expense in maintaining an establishment for the winter between Cuxhaven and Heligoland, when Hamburgh is not accessible to the steam-vessels carrying the mails.

The assertion that the Post-office at Hamburgh derives a clear annual revenue of 15,000*l.* from this rate of about 6*d.* per single letter is evidently a gross mis-statement, as the amount for a year of the whole mails from this country to Hamburgh, at the rate of 1*s.* 8*d.* per single letter, only exceeds that sum by a few hundred pounds.

With regard to the establishment of an English Post-office at Hamburgh, that is a plan which has been often discussed, and deemed to be inexpedient; and his Grace is not aware of any reasons for altering the former decisions in that respect.

I have the honour to be, &c.

(signed) *F. Freeling.*

No. 50.

No. 50.

Mr. Consul-General *Canning* to Viscount *Palmerston*; (one Enclosure.)

My Lord, Hamburgh, 23 May 1834.

A DESPATCH received from Mr. Backhouse, dated the 4th of April last, contains some observations which he has been directed by your Lordship to make to me on some of the articles of the conditions upon which the Senate of Hamburgh have consented to recognize the chaplain and the British Episcopal congregation in Hamburgh, and to allow a British church to be built, and to which there appears to be ground of objection.

I have referred the observations on the objectionable points to the persons who were nominated as a committee on the part of the British Episcopal congregations here to settle the conditions with the Senate of Hamburgh.

They have furnished me with the annexed explanations upon the points in question, which I trust will be deemed satisfactory by your Lordship, and that the conditions adopted will now be considered as unobjectionable.

I have the honour to be, &c.

(signed) *Henry Canning.*

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(Enclosure in No. 50.)

Mr. *Richard Parish* and the Rev. *R. Baker* to Mr. Consul-General *Canning*.

Enclosure in No. 50.

Sir,

Hamburgh, 22 April 1834.

IN reply to your Letter of the 9th instant, communicating the desire of Lord Viscount Palmerston to receive fuller information respecting some Articles of the concessions to the English Episcopal church in Hamburgh, we have the honour to offer the following explanations, which we do not doubt will prove entirely satisfactory.

In the Article 4, as well as in the rest of the conditions of the concession, there is nothing inserted which is not required of all religious communities in this city.

His Lordship's remarks on the Article 7, are called forth by the terms employed at the close of it; but, in fact, no form of prayer is sought to be imposed on us. It has been sufficient to insert a sentence in the Litany (as is the practice at St. Petersburg for the imperial family), and the chaplain has composed and reads the following after the prayer for the queen:—

"That it may please Thee to regard this state with favour, and to grant unto the Senate and other authorities the blessings of Thy grace and protection."

It is not intended by Articles 8 and 13 to interfere in the distribution of alms collected in the church for our own poor: these are under the sole control of the chaplain and churchwardens. The words used refer to annual special collections, ordered by the Senate for the poor of the city, which take place in all churches without exception.

We have the honour to be, &c.

(signed) *Richard Parish.*
Richard Baker, Chaplain.

No. 51.

John Backhouse, esq., to Mr. Consul-General *Canning*.

No. 51.

(Extract.) Foreign Office, September 30, 1834.

AS there now appears to be nothing objectionable in the conditions on which the Senate of Hamburgh consent to recognize the chaplain and the British Episcopal congregation in that city, Viscount Palmerston has directed me to acquaint you, that, previously to instructing you to signify to the Senate the acceptance of those conditions by His Majesty's Government, his Lordship desires that you will call a public meeting of the British residents at Hamburgh, and that you will officially communicate to them the proposition of the Senate, in order that an opportunity may be afforded to every individual concerned of stating the objections which he may entertain to any portion of the conditions in question.

(signed) *J. Backhouse.*

No. 52.

Mr. Consul-General *Canning* to *John Backhouse*, esq.

No. 52.

Sir,

Hamburgh, 27 November 1834.

IN conformity with the directions of Viscount Palmerston, communicated to me in your Despatch, dated 30th of September last, I have called a public meeting of the British residents at Hamburgh, and have officially communicated to them the Proposition of the Senate of Hamburgh, for recognizing the chaplain and British Episcopal congregation, and for allowing a British church to be built there; and I have the honour to acquaint you, for the information of His Majesty's Secretary of State, that no objection has been made by any British residents to the conditions proposed. I have, therefore, to hope that I may be instructed to signify to the Senate the acceptance of the conditions by His Majesty's Government.

I have the honour to be, &c.

(signed) *Henry Canning.*

No. 53.

John Bidwell, esq. to Mr. Consul-General *Canning*.

No. 53.

Sir,

Foreign Office, December 9, 1834.

HAVING laid before His Majesty's Secretary of State your Despatch of the 27th ultimo, stating that no objection has been made on the part of the British residents to the conditions on which the Hamburgh Government consent to recognize the British Episcopal chaplain, and to permit the erection of a church for the performance of divine service according to the rites of the Church of England, I am directed to desire that you will signify to the Senate of Hamburgh the acceptance of those conditions by His Majesty's Government.

In making this communication you will take the opportunity of expressing the thanks of His Majesty's Government for the concessions of the Senate, and the satisfaction

No. 53. satisfaction which they feel at the proof thus afforded of the desire which the Senate of Hamburgh feels, in common with His Majesty's Government, to maintain and promote the good feeling and friendly relations which so happily subsist between the two Governments.

I am, &c.

(signed) *John Bidwell.*

No. 54.

No. 54. Mr. Consul-General *Canning* to His Grace the Duke of *Wellington.*

(Extract.)

My Lord Duke, Hamburgh, 30 January 1835.

IN a Despatch which I had the honour of receiving from Viscount Palmerston, then His Majesty's Secretary of State for Foreign Affairs, dated the 8th of April last, I was instructed, in reference to the treaty between the United States of America and Hamburgh, dated the 20th December 1827, by which it had been represented to His Majesty's Government by certain British memorialists, that exclusive privileges were conceded to American citizens in Hamburgh, to ask the government of Hamburgh to give me a declaratory note, explaining the real meaning, and stating what has been the practical effect of the articles in that treaty, and formally extending to the subjects of His Majesty all the privileges which, under that or any other treaty, have been granted to citizens of the United States.

I have the honour to acquaint your Grace, that I acted immediately on these instructions, and applied, through the proper official channel, to the Senate of Hamburgh, for the explanation and declaration required.

A long delay on the part of the authorities here, has prevented my being in a situation to answer Lord Palmerston's Despatch sooner; but at last the correspondence which I have had on the subject, has been brought to a close; and an official explanation has been given, that the real meaning and practical effect of the said treaty with America is not, and has not been, to give to the citizens of the United States in Hamburgh any other or greater privileges than those which are equally enjoyed by the subjects of His Britannic Majesty residing in that city; but that the Senate is not able to give the formal declaration asked for without making it a legislative enactment in the form of an additional article of the Treaty of Reciprocity at present existing between Great Britain and the Hanse Towns, which, if it declared the subjects of Great Britain to be entitled to the privileges of the most favoured nation, would require a reciprocal declaration as regards the citizens of the Hanse Towns in Great Britain.

(signed) *Henry Canning.*

No. 55.

No. 55. Mr. Consul-General *Canning* to *John Bidwell*, esq.; (one Enclosure.)

Sir, Hamburgh, 30 January 1835.

IN reference to the law which subjects the inhabitants of Hamburgh to service in the Burgher Military, I beg leave to send for the information of his Grace the Duke of Wellington, the translation of a regulation which has lately passed the Senate, and which, as regards foreigners, renders the service somewhat less irksome, as it allows those who do not contemplate a permanent residence in Hamburgh, to be exempt for three years from personal service, upon payment of a small sum annually for a substitute.

I am, &c.

(signed) *Henry Canning.*

(Enclosure in No. 55.)

Enclosure in No. 55.

(Translation.)

PROCLAMATION.

THE following modifications of the Regulations now in force concerning the Militia having, by the decision of the Senate and the Citizens of the 11th of December instant, been resolved upon, namely:—

1st. That the selections for the post of Captain and Major shall hereafter be permitted to be made from one battalion of infantry into another.

2dly. That, without prejudice to the lawful claim of the present officers to have their years of service reckoned as double, no officer, provided he have served as such for five years, shall hereafter be refused his discharge from the militia on the completion of the fortieth year of his age.

3dly. That

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Enclosure in No. 55.

3dly. That the service in the militia required from alien inhabitants, in conformity with Article I. of the existing Regulations, shall undergo the following modification:—

> "Alien inhabitants of this city gaining any livelihood, or receiving any salary which implies a permanent residence, shall, on having completed the twenty-second year of their age, be liable to serve in the militia, the same as the sons of burghers. If, however, the term of their residence be doubtful, they shall not be, during the three first years, unconditionally called upon to equip themselves, to attend the drills, and personally to mount guard; but they shall be permitted to provide a substitute to mount the regular guard."

These modifications are accordingly publicly notified, in order to their being complied with.

Given in our Senate. Hamburgh, 12th December 1834.

HAMBURGH COMPLAINTS.

RETURN to an Address of the Honourable The House of Commons, dated 6 March 1835;—*for*

COPIES of, and EXTRACTS from, all Correspondence which has taken place, since 1823, between HIS MAJESTY'S SECRETARY of STATE for FOREIGN AFFAIRS and HIS MAJESTY'S CONSUL at *Hamburgh*, relative to GRIEVANCES complained of by BRITISH SUBJECTS resident in that City.

(*Mr. Hutt.*)

Ordered, by The House of Commons, *to be Printed,*
20 *April* 1835.

181.

GLASS DUTY.

RETURN to an Order of the Honourable The House of Commons, dated 19 May 1835;—*for*,

A RETURN of the Amount of DUTY charged on GLASS; distinguishing the Amount charged on FLINT, PLATE, BROAD, CROWN, BOTTLE, and GERMAN SHEET GLASS, in the year 1834, together with the Amount of DRAWBACK on each description of GLASS.

	AMOUNT OF DUTY CHARGED ON																				
	FLINT GLASS.			PLATE.			BROAD.			CROWN.			BOTTLE.			GERMAN SHEET.			TOTAL.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s	d.	£.	s.	d.
ENGLAND - - -	200,567	16	6	56,781	4	–	10,149	–	–	477,128	18	6	98,357	10	6	25,272	19	6	868,257	9	–
SCOTLAND - - -	17,830	6	8	-	-	-	-	-	-	-	-	-	17,993	18	–	-	-	-	35,824	4	8
IRELAND - - -	14,919	14	2	-	-	-	-	-	-	-	-	-	4,054	18	6	-	-	-	18,974	12	8
TOTAL - -	233.317	17	4	56,781	4	–	10,149	–	–	477,128	18	6	120,406	7	–	25,272	19	6	923,056	6	4
	AMOUNT OF DRAWBACK ON EXPORTATION.																				
	£.	s.	d.	£.	s.	d.				£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
ENGLAND - - -	75.790	9	3	7,062	12	2	-	-	-	85,317	15	2½	46,780	9	–	26,183	17	1½	241,135	2	9
SCOTLAND - - -	6,677	11	10	791	6	5	-	-	-	609	11	9	5,060	5	3	-	-	-	13,138	15	3
IRELAND - - -	2,761	10	10	-	-	-	-	-	-	234	5	7	615	19	9	-	-	-	3,611	16	2
TOTAL - -	85,229	11	1	7,853	18	7	-	-	-	86,161	12	6½	52,456	14	–	26,183	17	1½	257,885	14	2

Excise Office, London,
3 June 1835.

G. A. Cottrell,
1st Genl Acct.

GLASS DUTY.

A RETURN of the Amount of DUTY charged on GLASS; distinguishing the Amount charged on FLINT, PLATE, BROAD, CROWN, BOTTLE, and GERMAN-SHEET GLASS, in the year 1834; together with the Amount of DRAWBACK on each description of GLASS.

(*Mr. Ingham.*)

Ordered, by The House of Commons, *to be Printed,*
18 *June* 1835.

297.

HOPS.

RETURN to an Order of the Honourable The House of Commons,
dated 20 March 1835;—*for*,

1.—AN ACCOUNT of the DUTY on HOPS, of the Growth of the Year 1834; distinguishing the Districts, and the OLD from the NEW DUTY.

2.—AN ACCOUNT of the Quantity of HOPS Imported into *Great Britain* from Foreign Countries, in the Year 1834; distinguishing the Countries from whence the same have been imported, and Quantities respectively.

1.—AN ACCOUNT of the DUTY on HOPS, of the Growth of the Year 1834; distinguishing the Districts, and the OLD from the NEW DUTY.

DISTRICTS.	DUTY. £.	s.	d.
Barnstaple - -	40	4	–
Bath - - -	–	1	8
Bedford - - -	132	18	8
Bristol - - -	19	7	6
Cambridge - -	14	14	4
Canterbury - -	67,086	19	4
Chester - - -	–	14	8
Cornwall - - -	13	3	10
Derby - - -	1,125	–	10
Dorset - - -	76	10	6
Essex - - -	1,773	17	4
Exeter - - -	92	4	4
Gloucester - -	4	3	2
Grantham - -	163	8	4
Hants - - -	9,876	3	–
Hereford - - -	19,594	12	2
Isle of Wight - -	4	2	–
Lincoln - - -	4,945	2	10
Lynn - - -	3	19	6
Northampton - -	21	16	4
Carried forward -	104,989	4	4

DISTRICTS.	DUTY. £.	s.	d.
Brought forward	104,989	4	4
Oxford - - -	47	12	6
Plymouth - - -	4	11	10
Reading - - -	18	15	–
Rochester -	108,468	3	6
Salisbury - - -	6,126	13	–
Salop - - -	–	15	–
Stourbridge - -	1,319	16	–
Suffolk - - -	1,182	4	8
Surrey - - -	59	16	4
Sussex - - -	102,942	9	–
Uxbridge - - -	55	8	–
Wales, Middle - -	44	16	6
Wellington - -	130	3	–
Worcester - -	4,551	2	1
TOTAL - £.	329,941	10	9
Old Duty, at 1 $\frac{12}{20}$*d.* p' lb.	189,716	7	8 $\frac{14}{20}$
New - - - $\frac{3}{4}\,\frac{8}{20}$ -	140,225	3	– $\frac{3}{4}\,\frac{6}{20}$
TOTAL - £.	329,941	10	9

Excise Office, London,
8 April 1835.

G. F. Cottrell,
1st Gen^{l} Acc^{t}.

2.—AN ACCOUNT of the Quantity of HOPS imported into *Great Britain* from Foreign Countries, in the Year 1834; distinguishing the Countries from whence the same have been imported, and Quantities respectively.

COUNTRIES from which Imported.	YEAR 1834. *Lbs.*
Denmark - - - - - - - -	25,000
Prussia - - - - - - - -	2,852
The Hanseatic Towns - - - - - -	9,501
The East Indies - - - - - - -	5
Canada - - - - - - - -	104
The United States of America - - - -	15,237
TOTAL - - -	52,699

Inspector General's Office,
Custom House, London,
31 March 1835.

William Irving,
Inspector General of Imports & Exports.

HOPS.

ACCOUNTS of the Duty on Hops, the Growth of the Year **1834**; and of Foreign Hops Imported.

(*Mr. Beauclerk.*)

Ordered, by The House of Commons, *to be Printed,*
9 *April* 1835.

152.

HOPS.

RETURNS to an Order of the Honourable The House of Commons,
dated 20 March 1835;—*for*,

—(1.)—

AN ACCOUNT of the Total Number of Acres of Land in *Great Britain*, under the Cultivation of Hops, in the Year 1834; distinguishing the Number of Acres in each Parish.

—(2.)—

AN ACCOUNT of the Quantity of Hops Exported from *Great Britain* to Foreign Countries, from 5th January 1834 to 5th January 1835; distinguishing the Countries to which the same have been Exported, and also the Quantities to each Country; also *British* from Foreign Growths; and the Dates of the Years in which the *British* Hops were grown.

(Mr. Beauclerk.)

Ordered, by The House of Commons, *to be Printed,*
14 *May* 1835.

— (1.) —

AN ACCOUNT of the Total Number of ACRES of LAND in *Great Britain* under the Cultivation of HOPS, in the Year 1834; distinguishing the Number of Acres in each Parish.

COLLECTIONS.	PARISHES.	Number of Acres.
BARNSTAPLE	Frithelstock	¼
	Landcross	1
	Littleham	4
	Milton Damerel	¼
	Monkleigh	1 ¾
	Ware Gifford	¾
	Total	8
BATH	Marshfield	2 ½
BEDFORD	Finchingfield	9
	Saling	6
	Stambourn	5
	Shefford-cum-Campton	6
	Total	26
BRISTOL	St. Cuthbert Wells	4
CAMBRIDGE	Little Bardfield	4
CANTERBURY	Acrise	3 ¾
	Addisham	59 ¾
	Aldington	50
	Alkham	19
	Appledore	3
	Ash	112 ½
	Ashford	4
	Barfreston	4 ½
	Barham	30
	Beaksbourne	141 ½
	Benenden	538
	Bethersden	71 ½
	Biddenden	174
	Bilsington	29
	Baddlismere	14 ½
	Bishopsbourn	1 ½
	Blean	32 ¾
	Bodiam	118
	Boughton Alluph	45 ¼
	— Malherbe	2
	— under Blean	225 ½
	Brabourne	58
	Brenchley	44
	Bridge	40
	Brook	14 ½
	Bossingham	½
	Challock	7 ½
	Charing	44 ¼
	Chart, Little	44 ¼
	— Great	33 ¼
	Chartham	115
	Cheriton	5 ½
	Chilham	141 ¾
	Chislett	12 ¼
CANTERBURY *continued.*	Cranbrook	791
	Crundale	44 ½
	Coldred	2
	Davington	4 ½
	Denton	15
	Eastry	16 ¾
	Eastwell	12 ½
	Ebony	20
	Edgerton	116 ¼
	Elham	34 ½
	Elmsted	56 ¼
	Ewell	23
	Faversham	12
	Fordwich	17 ½
	Folkestone	6
	Frittenden	210
	Godmersham	19
	Goodnestone	43 ½
	Goudhurst	203
	Halden	89
	Harbledown	99 ½
	Hardress, Upper	89
	— Lower	51
	Hastingleigh	36 ¼
	Hawkhurst	501
	Hawkinge	1
	Headcorn	18
	Herne	40 ½
	Herne Hill	61 ½
	Hinx Hill	65 ¼
	Hoath	28
	Horsmonden	350
	Hothfield	14 ½
	Hurst	18
	Ickham	58 ¾
	Kenardington	16
	Kennington	36 ½
	Kingsnorth	64
	Kingston	27 ½
	Lenham	2 ½
	Little Bourne	6
	Lyminge	40 ¼
	Marden	476
	Martin	1
	Mersham	36
	Milton	18
	Moldash	9
	Nackington	43
	Newington	7 ¼
	Nonnington	28
	Orlestone	2
	Ospringe	49
	Petham	124 ¼
	Pelham	20
	Pluckley	96
	Postling	2
	Preston	15 ¼
	Rolvenden	337
	Rucking	5
	Salehurst	40

COLLECTIONS.	PARISHES.	Number of Acres.
CANTERBURY—*continued.*	Sandhurst - -	67
	Sevington - -	15
	Selling - -	93 ¾
	Shelwich - -	22
	Shadoxhurst -	5
	Sibert Would -	6 ½
	Smarden - -	99 ½
	Smeeth - -	76
	Stanford - -	11
	Stone - - -	72
	Stourmouth - -	12 ½
	Stouting - -	23
	Staplehurst - -	237
	Staple - -	15 ¾
	Stetting - -	38
	Stodmarsh - -	10 ½
	Sturry - -	36
	Swingfield - -	11
	St. Dunstan -	6
	St. George's -	14 ½
	St. Mary Bredin -	147 ½
	St. Mildred - -	66 ¾
	St. Nicholas -	4
	St. Paul - -	97
	St. Stephen - -	25 ½
	St. Lawrence -	19
	Tenterden - -	268
	Thannington -	42
	Throwley - -	47 ½
	Tilmanstone -	5
	Ville Dunkirk -	13
	Waltham - -	50 ½
	Westbere - -	12
	Westgate - -	29
	Westwell - -	46
	Whitstable - -	3 ½
	Wickham - -	8
	Wingham - -	147
	Whitfield - -	12
	Wittersham - -	180
	Willsborough -	14
	Woodchurch -	82
	Woodnesborough	96 ¾
	Wooton - -	6
	Wye - -	37 ½
	Yalding - -	22
	Total -	9264 ¼
CHESTER	Ruabon - -	¾
CORNWALL -	Gorran - -	1
	Manaccan - -	1 ⅛
	Philliegh - -	⅛
	Probus - -	2/8
	Ruan - - -	2/8
	St. Anthony -	1
	St. Keverne -	1
	Veryan - -	2/8
	Total -	5 ⅛
DERBY -	Eakring - -	18 ½
	Southwell - -	102 ¼
	Morton - -	3
	Rufford - -	11 ¼
	Total -	135

COLLECTIONS.	PARISHES.	Number of Acres.
Dorset - -	St. And^{w} Millborne	16 ½
	Tisbury - -	2
	Total -	18 ½
ESSEX - -	Alphamstone -	2 ½
	Bardfield, Great -	1
	Bocking - -	4 ½
	Braxted, Great -	2 ¼
	Coggeshall - -	1
	Colne Engain -	13
	— Earls - -	15 ¾
	Finchingfield -	8 ½
	Halstead - -	43 ½
	Heybridge - -	½
	Hedingham Castle	43 ½
	— Sible	42
	Lamarsh - -	¾
	Maplestead, Great	9
	— Little	2
	Panfield - -	17
	Pattiswick - -	1 ½
	Roxwell - -	3 ½
	Shalford - -	23 ½
	Stisted - -	7
	Thorrington -	¾
	Twinstead - -	2
	Weathersfield -	76
	Writtle - -	9
	Total -	330
EXETER -	Whimple - -	13
GLOUCESTER	Dymock - -	3
	Eldersfield - -	5
	Stretton - -	1
	Total -	9
GRANTHAM -	Collingham - -	2 ½
	Kneesall - -	18
	South Muskham -	8 ½
	Total -	29
HANTS -	Ash - - -	3
	Aldershott - -	19
	Buriton - -	9
	Bramshott - -	16
	Crondall - -	164
	Dockenfield - -	8
	Elstead - -	11
	Eastmeon - -	26
	Farnham - -	905
	Farnborough -	2
	Frensham - -	27
	Godalming - -	3 ½
	Hawkley - -	45 ½
	Headley - -	26 ½
	Holy Trinity -	10 ½
	Liss - - -	4 ½
	Lurgershall - -	15 ¾
	Oakshott - -	7
	Priors-dean - -	7
	Puttenham - -	10
	Seal - - -	34
	Steep - - -	53 ½

(*continued*)

COLLECTIONS.	PARISHES.	Number of Acres.
HANTS—*continued.*	Stoke	3
	Tillington	¾
	Worplesdon	2
	Wanborough	15
	Total	1,428 ½
HEREFORD	Acconbury	6
	Ashford	14
	Ashperton	64
	Avenbury	201
	Aymestry	22
	Ailton	8
	Aston	4
	Acton Beauchamp	122
	Bayton	9
	Bacton	2
	Benarth	3
	Brinsop	10
	Burghill	52
	Byford	3
	Bodenham	320
	Bullingham	24
	Breinton	4
	Bridge Sollars	5
	Bromyard	700
	Bredenbury	34
	Bockleton	94
	Bishop Frome	420
	Birley	30
	Brimfield	31
	Byton	4
	Bosbury	298
	Bishopstone	3
	Berrington	3
	Burford	202
	Clehonger	2
	Credenhill	14
	Callow	7
	Canon Pyon	130
	Castle Froome	128
	Collington	64
	Coddington	14
	Croft	46
	Cradley	360
	Canon Froome	52
	Corley	6
	Colwall	170
	Caynham	14
	Cleobury	22
	Dormington	38
	Dinmore	19
	Devereux, St.	4
	Dewchurch	17
	Dinedor	13
	Docklow	156
	Dilwyn	122
	Eastham	230
	Edvin Leach	32
	Edvin Ralph	98
	Eaton Bishop	3
	Eye	90
	Eyton	28
	Eardisland	106
	Eastnor	13
	Evesbatch	80
	Felton	69
	Ford	14
	Grindon Bishop	101
	— Warren	17
HEREFORD—*continued.*	Greet	12
	Great Kyre	84
	Hunderton	8
	Hope	148
	Haywood	10
	Holm Lacy	40
	Holmer	52
	Hatfield	78
	Hampton Charles	22
	Hampton Bishops	6
	Humber	98
	Hanley William	19
	— Child	36
	— Castle	10
	Kingsland	228
	Knighton	67
	Kimbolton	142
	Kingstone	3
	King's Pion	63
	Kilpeck	3
	Kinchester	8
	Lanwarn	4
	Little Hereford	46
	Lyde	32
	Lugwardine	32
	Luston	40
	Lingin	6
	Little Kyre	44
	Laysters	111
	Lucton	7
	Little Cowarn	72
	Leominster	401
	Lindridge	216
	Little Marcle	31
	Ledbury	166
	Mancel Lacy	2
	— Gamage	20
	Mathon	281
	Much Dewchurch	13
	Mordiford	41
	Marcle	58
	Morton-on-Lugg	27
	— Jeffries	59
	Marden	164
	Martin's, Saint	5
	Much Cowarn	228
	Monkland	30
	Middleton	162
	Munsley	40
	Mamble	26
	Milson	20
	Norton Canon	34
	Newnham	36
	Nun Solars	28
	— Savage	4
	Orcop	2
	Ocle Pitchard	86
	Orleton	90
	Pencombe	314
	Puddlestone	78
	Pembridge	116
	Parkhold	4
	Preston Wynne	54
	Putley	9
	Pixley	44
	Rochford	81
	Richard's Castle	46
	Samsfield	13
	Stoke Edith	63
	— Prior	147

COLLECTIONS.	PARISHES.	Number of Acres.
HEREFORD (*continued*)	Stoke Bliss	108
	— Lacy	161
	Sellack	3
	Stamford	32
	Stamford Bishop	127
	Stanton-on-Arrow	26
	Sapey	132
	Sugwas	4
	Suckley	5
	Sollershope	2
	Stretton Sugwas	7
	— Granson	66
	Shobdon	42
	Stretford	18
	Sutton	92
	Skenfreth	6
	Tenbury	336
	Thornbury	112
	Tedstone Delamere	76
	— Wafers	18
	Tarrington	51
	Tillington	6
	Ullingswick	69
	Woolhope	42
	Westhide	72
	Withington	105
	Weston Beggard	60
	Wormsley	4
	Weobley	51
	Wellington	100
	Whitbourne	70
	Wacton	81
	Wigmore	4
	Wolferlow	58
	Yarkhill	57
	Yarpole	49
	Yagor	25
	Total	12,018
ISLE OF WIGHT	Boldre	1
LINCOLN	Askham	48
	Boughton	99 ½
	Bothamsall	6
	Bevercoates	21 ¼
	Clarborough	23 ¼
	Doddington	9
	Darlton	3
	Drayton	14 ¼
	Edwinstow	11 ½
	Elkesley	18
	Egmanton	3
	Fledgborough	20 ½
	Heddon-cum-Upton	19
	Kirton	57
	Markham, East	47 ¼
	Markham, West	4 ¼
	Normanton	8
	Ollerton	17
	Ordsall	7 ¼
	Rufford	44
	Sutton-cum-Lound	11 ¾
	Tuxford	35
	Walesby	26
	Wellow	3 ½
	West Retford	5
	Total	562 ¼
LYNN	Diss	½
	West Harling	¾
	Wretham	½
	Total	1 ¾
NORTHAMPTON	Eaton	1 ¼
OXFORD	Farringdon	10
PLYMOUTH	Stokenham	4
READING	Bix	½
	Hedsor	1
	Milton	3 ¼
	Total	4 ¾
ROCHESTER	Addington	23
	Allington	60
	Ash	105
	Aylesford	145
	Barming	200
	Bearsted	88
	Bexley	3
	Bicknor	4
	Birling	100
	Borden	11
	Bobbing	6
	Boughton Monchelsea	194
	Boughton Malherbe	88
	Boxley	234
	Brasted	88
	Bredgar	22
	Bredhurst	8
	Brenchly	82
	Broomfield	30
	Burham	30
	Cray, St. Mary	11
	Chevening	53
	Chiddingstone	55
	Chelsfield	8
	Cudham	27
	Cuxton	32
	Charing	2
	Chart Sutton	238
	Chart	48
	Cobham	75
	Chatham	52
	Capel	125
	Crayford	3
	Crowhurst	2
	Darenth	52
	Ditton	84
	Debtling	30
	Doddington	6
	Eynsford	9
	Edenbridge	65
	Egerton	6
	Eastling	44
	Farningham	5
	Faulkham	44
	Frindsbury	39
	Farleigh, East	573
	— West	203
	Frinsted	16

(*continued*)

COLLECTIONS.	PARISHES.	Number of Acres.
ROCHESTER—*continued.*	Farnborough	6
	Gillingham	35
	Horton Kirby	113
	Halling	4
	Hunton	333
	Headcorn	144
	Hollingbourne	62
	Hadlow	615
	Harrietsham	33
	Hartlep	19
	Hucking	10
	Halstow	3
	Hever	55
	Higham	5
	Ightham	184
	Ifield	18
	Kemsing	43
	Kingsdown	119
	Luddesdown	27
	Leigh	147
	Lullingstone	8
	Limpsfield	55
	Loose	226
	Leeds	193
	Langley	120
	Linton	177
	Leybourne	78
	Longfield	17
	Lingfield	18
	Lenham	126
	Maidstone	421
	Mereworth	312
	Malling, East	258
	Malling, West	208
	Marden	81
	Milsted	6
	Meopham	95
	Milton	2
	Nettlestead	110
	Newnham	11
	Newington	55
	Northfleet	46
	Orpington	15
	Oxted	28
	Otford	30
	Offham	115
	Otham	162
	Otterden	2
	Plumstead	7
	Penshurst	23
	Peckham, East	640
	— West	130
	Pembury	41
	Ryarsh	89
	Ridley	17
	Rainham	8
	Rodmersham	5
	Stone	16
	Shipbourne	24
	Shoreham	42
	St. Margaret	11
	Seven Oaks	234
	Sundridge	84
	Seal	143
	Snodland	35
	Stockbury	33
	Sutton Valence	168
	— East	188
	Shorne	33
	Southfleet	52
ROCHESTER—*continued.*	Stansted	84
	Statisfield	14
	Sutton-at-Hone	8
	Stroud	5
	Tatsfield	2
	Tunbridge	414
	Titsey	13
	Teston	59
	Thurnham	53
	Trosley	35
	Tudeley	150
	Ulcomb	151
	Upchurch	10
	Wilmington	5
	Westerham	199
	Wrotham	586
	Wateringbury	290
	Witchling	16
	Wormshill	14
	Yalding	630
	Total	13,138
SARUM	Alton	190
	Banghurst	½
	Bentley	127 ½
	Binsted	137 ¼
	Bentworth	2 ¼
	Bramshot	5 ½
	Bramley	10
	Brushfield	1 ½
	Bishop's Cannings	1
	Chawton	16 ½
	Crondall	15 ¼
	Dogmersfield	3
	Empshott	28
	Farringdon	11
	Froyle	138 ¾
	Greatham	8 ½
	Holybourn	15 ½
	Headley	1
	Hartley	13
	Heckfield	2
	Hartley Wintney	4
	Kingsley	31 ½
	Longsutton	39 ½
	Neatham	30 ½
	Newton	7
	Odiham	44
	Romsey Extra	10
	Shaldon	10
	Selbourne	85 ¾
	Sherbourne, St. John	4
	Vernham Dean	1
	Warnborough, South	5
	Worldham, East	32 ½
	— West	6
	Total	1,038 ¾
SALOP	Eyton	3
STOURBRIDGE	Abberley	60
	Astley	41 ½
	Areley Kings	13 ½
	Ditton Priors	4
	Lindridge	32
	Martley	37

COLLECTIONS.	PARISHES.	Number of Acres.	COLLECTIONS.	PARISHES.	Number of Acres.
STOURBRIDGE *continued.*	Rock - - -	136	SUSSEX— *continued.*	Hoathley, East -	28 ¼
	Ribbesford - -	9		Ditto - West -	7 ¼
	Shrawley - -	39		Hastings - -	47
	Shelsley - -	131 ½		Hailsham - -	6
	Stockton - -	61 ½		Heathfield - -	187 ¾
	Witley, Great -	34 ½		Hertsmonceux -	44
	Ditto, Little -	31		Hamsey - -	½
				Heaver - -	1 ½
	Total -	630 ½		Hartfield - -	37
				Hellingley - -	118 ½
SUFFOLK -	Ashen - - -	1 ¾		Horsted - -	55 ¼
	Bures, St. Mary -	¾		Horsted Keynes -	16 ½
	Assington - -	1 ½		Hollington - -	22
	Combs - -	3 ½		Hooe - - -	37
	Clare - - -	3 ¼		Horsemonden -	14
	Cornard, Little -	1 ½		Henfield - -	7
	Creeting - -	6		Horne - - -	2 ½
	Foxhall - -	10		Ifield - - -	40 ¼
	Haughley - -	19 ¾		Iden - - -	116
	Kesgrave - -	8		Icklesham - -	188
	Mount Bures -	¼		Keymer - -	2
	Newton - -	36 ½		Lamberhurst -	274 ¼
	One House - -	20 ½		Lindfield - -	10 ½
	Stowmarket - -	32 ½		Lingfield - -	33 ¼
	Shelland - -	3		Laughton - -	7 ½
				Mayfield - -	580 ¼
	Total -	148 ¾		Maresfield - -	67 ¼
				Malling, South -	1 ¼
SURREY -	Farnborough -	2		Mountfield - -	125
	Kingston - -	9 ¾		Newick - -	32
				Newenden - -	5
	Total -	11 ¾		Northiam - -	255
				Ninfield - -	69
				Nuthurst - -	5
SUSSEX - -	Ashburnham -	54		Ockley - -	3
	Ashurst - -	5		Ore - - -	18
	Battle - - -	268		Pembury - -	178 ¼
	Barcomb - -	9 ½		Penhurst - -	105
	Brenchley - -	419 ¾		Peasmarsh - -	190
	Buxted - -	167 ¾		Pleyden - -	72
	Bidborough - -	17 ¼		Pett - - -	18
	Burwash - -	345 ¾		Rotherfield - -	406 ¾
	Beckley - -	386		Reigate - -	3
	Brede - - -	278		Rye - - -	130
	Brightley - -	95 ½		Ripe - - -	3
	Bexhill - -	49		Speldhurst - -	126 ½
	Bodiam - -	3		Shipley - -	5
	Bury - - -	6 ½		Sandhurst - -	291
	Capel - - -	9		Storrington - -	1 ½
	Chalvington -	2		Salehurst - -	325
	Cowden - -	58		Sedliscomb - -	154
	Chiddingley	60 ¾		Tunbridge - -	87 ½
	Catsfield - -	39		Ticehurst - -	464 ½
	Crowhurst - -	59		Tandridge - -	52
	Cuckfield - -	1 ¼		Uckfield - -	74 ¾
	Chailey - -	29		Udimore - -	243
	Ditchling - -	5		Wadhurst - -	472 ¾
	Dollington - -	79		Withyham - -	88 ½
	Ewhurst - -	317		Warbelton - -	134
	Etchingham -	170		Warnham - -	¼
	Frant - - -	164 ¾		Waldron - -	78 ½
	Framfield - -	182		Westfield - -	206
	Fletching - -	98 ¼		Westmeston -	1
	Fairlight - -	36		Wartling - -	95
	Grinstead, East -	21 ½		Watlington - -	89
	Ditto - West -	5		Wivelsfield - -	10
	Goudhurst - -	250		Worth - -	2 ½
	Guestling - -	138		Westham - -	18
	Godstone - -	11		Total -	10,431 ½

COLLECTIONS.	PARISHES.	Number of Acres.
Uxbridge -	Watford - -	5
Wales, Mid.	Almeley - -	15 ½
	Brilley - - -	1
	Clifford - -	12
	Dorstone - -	1
	Eardisley - -	9 ½
	Kinnersley - -	10 ½
	Kinsham - -	10
	Letton - - -	8
	Moccas - -	5
	Peterchurch - -	4
	Presteign - -	10
	Ploughfield - -	2
	Stanton-on-Wye -	11
	Stanton-on-Arrow	6
	Vonchurch - -	10
	Winforton - -	4
	Total -	119 ½
Wellington	Orchard Portman -	16
	Stoke St. Mary -	½
	Wembdore - -	1
	Total -	17 ½
Worcester -	Alfrick - -	95
	Bidford - -	⅛
	Bransford - -	44
	Broadwas - -	62
Worcester—*continued.*	Cotheridge - -	82
	Clifton - -	115
	Cradley - -	16
	Doddenham -	49
	Grimley - -	46
	Hallow - -	36
	Holt - - -	29
	Himbleton - -	3
	Hanley Castle -	42 ½
	Huddington - -	2
	Kenswick - -	21
	Knightswick -	40
	Leigh - - -	117
	Malvern - -	74 ¾
	Madresfield - -	16
	Martley - -	139
	Newland - -	58
	Ombersley - -	28
	Pirton - - -	1
	Powick - -	97
	Rushock - -	½
	Sapey, Lower -	37
	Shelsley, Little -	32
	St. John's - -	31
	St. Peter's - -	1
	Stanford - -	3
	Suckley - -	237
	Tedstone - -	43
	Upton-on-Severn -	8
	Whichenford -	75
	Whitbourn - -	168
	Total -	1,848 ⅞

ABSTRACT:

COLLECTIONS.	Number of Acres.
Barnstaple - - - -	8
Bath - - - -	2 ½
Bedford - - - -	26
Bristol - - - -	4
Cambridge - - -	4
Canterbury - - -	9,264 ¼
Chester - - - -	¾
Cornwall - - - -	5 ⅛
Derby - - - -	135
Dorset - - - -	18 ½
Essex - - - -	330
Exeter - - - -	13
Gloucester - - -	9
Grantham - - -	29
Hants - - - -	1,428 ½
Hereford - - - -	12,018
Isle of Wight - - -	1
Lincoln - - - -	562 ¼
Lynn - - - - -	1 ¾
Northampton - - -	1 ¼
Oxford - - - -	10
Plymouth - - -	4
Reading - - -	4 ¾
Rochester - - -	13,138
Sarum - - - -	1,038 ¾
Salop - - - -	3
Stourbridge - - -	630 ½
Suffolk - - - -	148 ¾
Surrey - - - -	11 ¾
Sussex - - - -	10,431 ½
Uxbridge - - -	5
Wales, Middle - -	119 ½
Wellington - - -	17 ½
Worcester - - -	1,848 ⅞
Total - -	51,273 6/8

Excise Office, London,
27 April 1835.

G. A. Cottrell,
First General Accountant.

— (2.) —

AN ACCOUNT of the QUANTITY of HOPS Exported from *Great Britain* to Foreign Countries, from 5th January 1834 to 5th January 1835; distinguishing the Countries to which the same have been Exported, and also the Quantities to each Country; also *British* from Foreign Growths; and the Dates of the Years in which the *British* Hops were Grown.

PLACES To which Exported.	POUNDS WEIGHT OF BRITISH HOPS OF THE GROWTH OF THE YEARS																		TOTAL POUNDS WEIGHT.
	1817.	1818.	1819.	1820.	1821.	1822.	1823.	1824.	1825.	1826.	1827.	1828.	1829.	1830.	1831.	1832.	1833.	1834.	
Antwerp	-	-	35,885	-	-	10,056	-	3,003	-	-	1,001	2,603	-	15,535	-	1,378	-	-	69,461
Bremen	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,883	3,883
Calais	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,712	1,415	-	4,127
Cape of Good Hope	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,213	3,629	-	11,842
Christiana	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,354	-	2,354
Dunkirk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,600	-	-	1,600
Gottenberg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,546	312	2,858
Guernsey and Jersey	-	-	-	-	-	-	-	-	-	-	-	2,164	-	-	312	5,375	18,237	8,822	34,910
Hamburgh	358	31,600	7,961	55,345	37,338	672	11,295	124	264	917	-	18,609	2,470	71,359	11,967	14,823	97,162	3,232	365,496
Havre	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,879	3,416	-	8,295
Isle of Man	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,160	2,056	7,370	7,132	17,718
Konigsberg	-	2,602	3,356	245	268	-	1,438	265	-	-	-	-	-	-	-	-	5,322	-	13,496
Memel	-	26,613	2,744	21,636	4,024	2,996	219	2,381	-	4,322	4,034	2,492	458	5,228	1,221	-	-	299	78,667
New South Wales & Van Diemen's Land	-	10,494	5,611	984	296	5,134	2,003	3,859	-	23,341	4,139	2,340	1,852	43,779	24,211	16,373	38,633	3,535	186,584
New York	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	526	-	-	526
Ostend	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,732	-	-	11,732
Rotterdam	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,350	13,668	4,790	23,808
St. Petersburgh	-	-	8,084	-	-	-	-	-	-	-	-	-	-	-	-	-	2,709	-	10,793
Stettin	-	-	-	-	-	-	-	-	-	220	-	-	-	-	-	-	1,590	1,211	3,021
Trieste	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,444	-	15,244	-	18,688
Valparaiso	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	122	122
Vera Cruz	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,018	-	1,018
	358	71,309	63,641	78,210	41,926	18,858	14,955	9,632	264	28,800	9,174	28,208	4,780	135,901	42,315	75,017	214,313	33,338	870,999

Excise Office, London, 27 April 1835.

G. A. Cottrell, First General Accountant.

HOPS,

ACCOUNTS

Relating to LAND under CULTIVATION; and
QUANTITY EXPORTED.

(Mr. Beauclerk.)

Ordered, by The House of Commons, *to be Printed,*
14 *May* 1835.

195.

IMPORTS AND EXPORTS—CUSTOMS—TONNAGE.

RETURN to several Orders of the Honourable The House of Commons,
dated 27 February 1835;—*for*,

—(1.)—

AN ACCOUNT of the IMPORTS of the principal Articles of Foreign and Colonial Merchandize, of the Consumption of such Articles, and of the CUSTOMS DUTIES received thereon, in the Year ended 5 January 1835, compared with the Imports, Consumption and Receipts of the preceding Year, ended 5 January 1834.

—(2.)—

AN ACCOUNT of the EXPORTS of the principal Articles of Foreign and Colonial Merchandize, in the Year ended 5 January 1835, compared with the Exports of the preceding Year, ended 5 January 1834.

—(3.)—

AN ACCOUNT of the EXPORTS of the principal Articles of British and Irish Produce and Manufactures, in the Year ended 5 January 1835, compared with the Exports of the preceding Year, ended 5 January 1834.

—(4.)—

AN ACCOUNT of the Gross and Net Produce of the DUTIES of CUSTOMS in the Year ended 5 January 1835, compared with the Produce of the preceding Year, ended 5 January 1834.

—(5.)—

AN ACCOUNT of the NUMBER and TONNAGE of VESSELS, distinguishing the Countries to which they belonged, which Entered Inwards and Cleared Outwards in the Year ended 5 January 1835, compared with the Entrances and Clearances in the preceding Year, ended 5 January 1834; stated exclusively of Vessels in Ballast, and of those employed in the Coasting Trade, or the Trade between *Great Britain* and *Ireland*.

—(6.)—

AN ACCOUNT of the NUMBER and TONNAGE of VESSELS which Entered Inwards and Cleared Outwards, with Cargoes, at the several Ports of the United Kingdom, in the Year ended 5 January 1835, compared with the Entrances and Clearances of the preceding Year, ended 5 January 1834; distinguishing the Vessels employed in the Intercourse between *Great Britain* and *Ireland* from other Coasters.

(*Mr. Baring.*)

Ordered, by The House of Commons, *to be Printed,*
27 *February* 1835.

—(1.)—

IMPORTS INTO THE UNITED KINGDOM.

AN ACCOUNT of the IMPORTS of the Principal Articles of Foreign and Colonial Merchandize, of the Consumption of such Articles, and of the CUSTOMS DUTIES received thereon, in the Year ended 5th January 1835, compared with the Imports, Consumption and Receipts of the preceding Year, ended 5th January 1834.

ARTICLES.		Quantities Imported.		Quantities entered for Home Consumption.		Gross Amount of Duty received.	
		Years ended 5th January		Years ended 5th January		Years ended 5th January	
		1834.	1835.	1834.	1835.	1834.	1835.
						£.	£.
Barilla - - -	*cwt. q. lb.*	214,490 1 12	193,764 0 24	219,680 2 25	180,610 1 14	21,640	17,752
Bark for Tanners or Dyers use - -	*cwt. q. lb.*	852,200 2 26	849,293 2 2	859,029 3 5	853,856 0 9	26,782	28,232
Butter - - -	*cwt. q. lb.*	136,986 1 5	133,883 2 13	136,188 2 20	130,236 2 12	136,219	130,259
Cheese - - -	*cwt. q. lb.*	134,073 2 1	146,593 0 9	128,485 2 6	140,363 2 9	67,247	73,704
Cocoa nuts - - -	*lb.*	4,608,718	2,984,904	1,268,914	1,173,906	11,136	9,860
Coffee, of the British Possessions in America - -	*lb.*	18,833,765	22,088,673	20,958,263	22,248,042	523,959	556,205
Of Sierra Leone - -	*lb.*	65	449	65	322	2	12
Of Mauritius - - -	*lb.*	1,378	701	1,378	716	34	18
East India; viz.							
From British Possessions	*lb.*	5,753,422	8,917,882	1,797,384	1,559,198	67,400	58,460
From Foreign Possessions	*lb.*	463,499	1,032,558	2,744	199	138	10
Other sorts - - -	*lb.*	9,373,980	9,824,848	1,471	2,419	92	151
Total of Coffee - - -		34,426,109	41,865,111	22,761,305	23,810,896	591,625	614,856
Corn:—Wheat - -	*qrs. bus.*	247,821 4	132,132 6	61,325 2	45,160 7	16,046	11,571
Barley - - -	*qrs. bus.*	85,221 1	87,181 4	1,207 1	11,032 7	843	7,509
Oats - - -	*qrs. bus.*	23,334 3	175,641 2	975 2	55,617 7	333	28,120
Rye - - -	*qrs. bus.*	3,369 7	10 0	0 6	21 7	1	23
Peas - - -	*qrs. bus.*	15,889 6	67,924 1	18,092 4	57,659 3	8,333	15,958
Beans - - -	*qrs. bus.*	22,859 2	47,469 0	5,967 7	44,519 6	4,115	30,474
Maize, or Indian Corn	*qrs. bus.*	7 3	853 0	7 3	217 0	6	39
Buckwheat - -	*qrs. bus.*	33 5	3 0	1 5	3 4	1	3
Beer or Bigg - -	*qrs. bus.*	—	—	—	—	—	—
Wheat Meal or Flour	*cwt. q. lb.*	172,876 3 12	151,171 3 15	74,871 1 18	66,443 0 3	6,704	5,719
Barley Meal - -	*cwt. q. lb.*	—	—	—	—	—	—
Oatmeal - - -	*cwt. q. lb.*	85 0 14	74 1 16	0 1 7	3 0 18	- -	1
Rye Meal - -	*cwt. q. lb.*	—	—	—	—	—	—
Indian Meal - -	*cwt. q. lb.*	389 1 13	—	—	—	—	—
Bean Meal - -	*cwt. q. lb.*	- - -	224 2 8	- - -	33 3 15	—	—
Dyes and Dyeing Stuffs; viz.							
Cochineal - - -	*lb.*	358,734	410,387	178,393	140,287	4,348	3,487
Indigo - - - -	*lb.*	6,635,436	4,155,296	2,341,091	2,465,697	29,923	32,111
Lac Dye - - -	*lb.*	326,894	708,959	436,897	394,509	1,170	1,057
Logwood -	*tons c. q. lb.*	26,079 17 3 2	21,054 8 0 8	17,872 19 0 1	14,632 1 2 15	3,511	2,955
Madder - -	*cwt. q. lb.*	61,397 2 0	72,003 3 23	72,502 0 20	71,124 3 25	14,804	7,229
Madder Root - -	*cwt. q. lb.*	56,662 0 18	80,296 3 1	60,894 1 16	77,043 2 16	3,747	1,936
Shumac - -	*cwt. q. lb.*	138,786 1 21	159,328 0 25	148,289 1 15	163,944 0 10	4,920	417
Eggs - - - -	*number*	67,603,114	69,588,562	67,662,220	69,595,022	23,535	24,196
Flax, and Tow or Codilla of Hemp & Flax	*cwt. q. lb.*	1,129,632 2 16	811,722 0 21	1,130,942 2 12	812,768 1 13	4,743	3,418
Fruits: viz.							
Currants - -	*cwt. q. lb.*	142,539 1 5	192,785 2 2	140,468 3 13	163,563 2 26	311,374	242,243
Figs - - -	*cwt. q. lb.*	16,994 1 10	31,506 3 0	16,560 2 7	19,566 0 2	17,802	16,459
Lemons & Oranges	- *chests*	351,951	265,494	321,106	255,905	69,710	57,618
	number (loose)	16,818	19,935	13,818	11,970		
	- *at value*	£. 561 16 8	£. 322 2 –	£. 3,092 19 10	£. 1,685 17 11		
Raisins - -	*cwt. q. lb.*	158,324 0 9	213,540 1 13	137,979 0 22	147,768 3 19	149,599	122,601
Gloves, Leather - -	*pairs*	1,436,472	1,698,038	1,416,688	1,608,092	25,755	30,023
Hemp, undressed -	*cwt. q. lb.*	527,459 0 7	673,841 2 5	539,026 0 21	685,250 0 25	2,251	2,855
Hides, untanned - -	*cwt. q. lb.*	296,299 3 22	438,218 1 25	268,633 0 20	346,145 1 20	39,199	51,995
Mahogany - -	*tons c. q. lb.*	11,818 1 3 22	16,967 3 2 1	15,143 6 0 17	16,752 12 2 27	41,671	39,843

ARTICLES.		Quantities Imported.		Quantities entered for Home Consumption.		Gross Amount of Duty received.	
		Years ended 5th January.		Years ended 5th January		Years ended 5th January	
		1834.	1835.	1834.	1835.	1834.	1835.
						£.	£.
Melasses - - -	cwt. q. lb.	717,933 3 4	677,713 0 14	644,639 1 5	508,096 3 2	290,096	228,646
Metals: viz.							
Copper Ore - -	cwt. q. lb.	113,642 0 7	139,740 3 20	16 3 13	20 2 12	10	11
Copper, unwrought -	cwt. q. lb.	2,474 3 27	11,724 1 9	18 1 15	2 1 17	19	3
Iron, in bars or unwrought - -	tons c. q. lb.	17,913 5 2 16	16,123 14 3 15	15,639 4 2 12	15,572 8 0 12	23,464	23,359
Steel, unwrought -	cwt. q. lb.	16,696 2 21	13,966 0 8	7 2 16	466 1 6	2	68
Lead, Pig -	tons c. q. lb.	790 7 2 9	969 12 2 12	30 8 1 22	25 14 0 15	61	51
Spelter - - -	cwt. q. lb.	65,115 1 8	55,167 0 7	34,526 2 23	41,909 2 10	6,566	6,925
Tin - - -	cwt. q. lb.	35,124 3 2	46,769 3 20	8 1 16	45 0 20	21	39
Oil: viz.							
Train, Blubber & Spermaceti -	tuns & galls.	32,876 0	24,484 48	33,452 84	24,459 228	1,767	1,522
Palm - - -	cwt. q. lb.	267,193 2 15	270,675 1 15	217,139 0 18	266,331 1 25	27,109	23,785
Coco-Nut - -	cwt. q. lb.	8,598 2 7	8,809 2 12	9,175 3 7	7,544 3 20	1,146	660
Olive - - -	gallons.	1,891,918	2,320,638	1,372,534	2,234,218	45,885	46,579
Opium - - - -	lb.	106,846	48,136	35,549	28,452	7,110	5,690
Quicksilver - - - -	lb.	1,597,866	773,807	260,471	194,409	1,085	810
Rice - - - -	cwt. q. lb.	218,885 2 27	317,240 2 10	123,761 0 16	110,814 3 13	9,916	5,913
Rice in the husk - -	bushels.	206,074	318,687	199,373	271,310	23,821	30,078
Saltpetre & Cubic Nitre	cwt. q. lb.	165,745 3 23	359,488 0 7	167,588 1 14	240,417 0 1	4,189	6,010
Seeds: viz.							
Clover - - -	cwt. q. lb.	53,261 2 12	62,271 1 24	54,960 2 3	57,019 2 2	54,956	57,018
Flaxseed and Linseed	bushels.	2,179,135	2,211,509	2,229,323	2,230,502	13,947	14,012
Rape - - -	bushels.	593,190	501,998	578,215	519,582	3,614	3,248
Silk: viz.							
Raw - - - -	lb.	2,785,109	3,663,956	3,838,795	3,346,751	15,987	13,945
Waste, Knubs, and Husks -	lb.	649,451	1,012,933	654,381	1,009,932	292	451
Thrown, of all sorts - -	lb.	229,119	192,148	268,367	165,768	43,400	27,127
Silk Manufactures of Europe, viz.							
Silk or Satin, plain -	lb. oz.	49,660 5	66,164 15	41,208 1	57,219 1	22,664	31,474
— figured or brocaded	lb. oz.	19,788 11	25,857 0	17,623 1	22,837 6	13,218	17,105
Gauze, plain - -	lb. oz.	1,050 10	1,845 13	1,043 1	1,757 7	886	1,494
— striped, figured or brocaded	lb. oz.	65,728 0	71,554 9	64,268 3	71,035 6	88,368	97,521
Crape, plain - -	lb. oz.	5,973 9	4,183 7	5,686 5	3,875 8	4,550	3,100
— figured - -	lb. oz.	35 15	121 11	24 14	10 13	22	10
Velvet, plain - -	lb. oz.	9,428 8	8,001 5	8,196 8	5,742 6	9,022	6,317
— figured - -	lb. oz.	3,095 13	2,229 1	2,867 15	1,892 15	3,944	2,605
Other sorts - - - -		- - -	- - -	- - -	- - -	27,533	32,175
Silk Manufactures of India, viz.							
Bandannoes and other Silk Handkerchiefs	pieces.	295,160	379,696	114,622	103,941	18,360	17,834
Other sorts - - - -		- - -	- - -	- - -	- - -	3,812	3,396
Skins: viz.							
Goat, undressed -	number.	362,418	604,998	362,672	494,229	2,803	1,030
Kid, undressed -	number.	177,303	207,494	180,658	207,512	30	35
— dressed - -	number.	636,922	617,414	640,526	620,076	3,203	3,101
Lamb, undressed -	number.	2,468,163	2,834,070	2,491,426	2,799,861	415	469
— tanned, tawed, or dressed -	number.	20,840	28,637	21,030	19,741	111	99
Spices: viz.							
Cassia Lignea - - -	lb.	1,297,710	2,066,828	77,139	100,276	1,782	2,205
Cinnamon - - -	lb.	102,402	221,222	14,258	12,169	367	313
Cloves - - - -	lb.	265,414	150,184	65,467	86,617	6,420	8,582
Mace - - - -	lb.	20,390	27,763	15,021	17,199	2,625	3,036
Nutmegs - - - -	lb.	119,051	242,204	92,966	119,277	11,646	15,145
Pepper - - - -	lb.	8,729,552	7,672,362	2,230,336	2,457,366	111,530	122,936
Pimento - - - -	lb.	4,844,973	1,396,774	332,244	323,650	6,922	6,743
Spirits: viz.							
Rum -	galls. incl. over-proof.	5,146,877	5,158,468	3,492,765	3,345,560	1,571,311	1,505,472
Brandy - -	ditto -	2,623,313	3,170,092	1,357,381	1,388,741	1,526,775	1,561,617
Geneva - -	ditto -	420,046	347,557	20,986	21,696	23,614	24,414
Sugar, unrefined, viz.							
Of the British Possessions in America	cwt. q. lb.	3,655,611 2 24	3,844,371 3 5	3,473,378 0 2	3,748,933 2 7	4,167,262	4,496,845
Of Mauritius - -	cwt. q. lb.	529,351 3 25	555,860 1 27	507,790 3 3	544,509 0 5	609,352	653,335

(continued)

ARTICLES.		Quantities Imported.		Quantities entered for Home Consumption.		Gross Amount of Duty received.	
		Years ended 5th January		Years ended 5th January		Years ended 5th January.	
		1834.	1835.	1834.	1835.	1834.	1835.
Sugar, &c.—*continued.*						£.	£.
East India of British Possessions	*cwt. q. lb.*	111,730 2 10	76,617 0 1	98,283 3 18	121,470 1 12	157,255	194,352
East India of Foreign Possessions	*cwt. q. lb.*	96,570 1 4	64,663 1 25	9 3 21	10 3 27	31	35
Other sorts	*cwt. q. lb.*	346,027 1 12	202,030 1 24	61 2 22	39 1 14	194	124
TOTAL OF SUGAR		4,739,291 3 19	4,743,543 0 26	4,079,524 1 10	4,414,963 1 9	4,934,094	5,344,691
Tallow	*cwt. q. lb.*	1,115,427 0 1	1,397,544 1 24	1,096,331 0 3	1,164,732 1 9	172,486	183,760
Tar	*lasts and barrels.*	10,152 10	13,824 6	10,288 4	13,422 6	7,714	10,068
Tea	*lb.*	32,057,832	33,643,982	(Entered with the Excise.)	*20,557,207	(Paid to Excise.)	2,235,562
Timber: viz.							
Battens and Batten Ends	*c. q. No.*	10,596 3 28	13,327 1 28	12,499 0 13	13,567 2 22	117,087	130,985
Deals and Deal Ends from British America	*c. q. No.*	30,974 3 29	33,981 2 26	31,030 0 6	32,846 3 2	39,402	44,050
Deals and Deal Ends from other parts	*c. q. No.*	24,823 0 7	33,105 0 26	26,411 1 10	30,091 3 5	484,830	562,833
Staves	*c. q. No.*	63,895 2 19	86,542 2 10	69,097 0 0	83,284 1 27	43,567	36,797
Timber 8 in. sq. and upwds. from British America	*loads & ft.*	417,217 39	439,127 16	426,534 26	442,619 10	205,240	211,182
From other parts	*loads & ft.*	109,581 49	118,381 5	117,796 6	120,264 48	322,228	329,763
Tobacco:							
Unmanufactured	*lb.*	22,082,579	38,517,860	20,626,801	21,193,485	3,090,783	3,176,988
Manufactured and Snuff	*lb.*	390,472	959,964	144,005	145,820	64,768	64,997
Turpentine:							
Under the value of 12 *s.* per cwt.	*cwt. q. lb.*	322,975 0 7	300,348 1 5	326,862 0 15	332,467 2 3	70,820	72,035
Wine; viz.							
Cape	*gallons.*	454,394	484,297	545,932	524,561	75,104	72,145
French	*gallons.*	275,366	363,376	256,225	283,815	69,809	77,616
Other sorts	*gallons.*	6,714,081	8,909,085	5,619,474	5,906,943	1,543,438	1,620,897
Additional Duty on Wine collected by the Excise on Dealers' Stocks		- - -	- - -	- - -	- - -	4,611	119
TOTAL OF WINE		7,443,841	9,756,758	6,421,631	6,715,319	1,692,962	1,770,777
Wool, Cotton: viz.							
Of the British Possessions in America	*lb.*	1,662,972	1,670,817	1,696,319	1,719,065	252	256
Of the British Possessions in the East Indies	*lb.*	32,755,164	32,960,243	28,414,084	21,799,819	4,228	3,244
From the United States of America direct	*lb.*	237,506,758	269,203,075	235,964,159	261,233,596	419,875	340,149
From Brazil direct	*lb.*	28,463,821	19,291,340	27,253,980	20,028,780	44,294	26,074
From Egypt direct	*lb.*	553,364	444,437	693,809	463,408	1,090	603
Otherwise imported	*lb.*	2,714,758	3,304,063	2,474,816	3,357,733	4,034	4,370
TOTAL OF COTTON WOOL		303,656,837	326,873,975	296,497,167	308,602,401	473,773	374,696
Wool, Sheep and Lambs	*lb.*	38,046,087	46,455,422	39,153,463	41,113,448	138,280	131,685
Other articles		- - -	- - -	- - -	- - -	659,218	668,009
					£.	18,192,741	20,827,579

The foregoing Statement is founded upon Returns transmitted monthly to the Inspector-general of Imports and Exports from the different Ports of the United Kingdom. Such Returns exhibit the gross quantities of Articles entered for consumption, and the gross amount of Duty thereon, without reference to deductions for Over-entries, &c. This Statement will therefore not agree, in all points, with the Annual Statement, to be compiled after the final adjustment of the Custom-house Records shall have been made.

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* Exclusive of 14,425,282 lbs. of Tea sold at the East India Company's Sales prior to 22d April 1834, the Duty on which, amounting to 1,455,457 *l.*, was collected by the Excise.

— (2.) —

EXPORTS OF FOREIGN AND COLONIAL MERCHANDIZE FROM THE UNITED KINGDOM.

AN ACCOUNT of the EXPORTS of the Principal Articles of Foreign and Colonial Merchandize, in the Year ended 5th January 1835, compared with the Exports of the preceding Year, ended 5th January 1834.

ARTICLES.		QUANTITIES EXPORTED.	
		Years ended 5th January	
		1834.	1835.
Cocoa Nuts	*lb.*	2,351,877	2,205,316
Coffee, viz.:—Of the British Possessions in America	*lb.*	194,980	768,819
Of Sierra Leone	*lb.*	- - - -	127
Of Mauritius	*lb.*	—	—
East India, viz. from British Possessions	*lb.*	3,481,412	5,482,544
——— from Foreign Possessions	*lb.*	514,685	821,018
Other sorts	*lb.*	11,158,501	8,177,972
Corn, viz.:—Wheat	*qrs. bus.*	34,479 4	113,575 7
Barley	*qrs. bus.*	3,210 1	9,864 5
Oats	*qrs. bus.*	19,490 7	13,446 3
Wheatmeal and Flour	*cwt. qr. lb.*	207,507 2 3	160,731 0 4
Dyes and Dyeing Stuffs, viz.:			
Cochineal	*lb.*	130,732	265,490
Indigo	*lb.*	3,664,814	3,928,226
Lac-dye	*lb.*	52,811	88,234
Logwood	*tons cwt. qr. lb.*	7,045 6 3 10	4,547 17 3 2
Metals, viz.:—Copper, unwrought	*cwt. qr. lb.*	2,039 1 3	10,829 1 13
Iron, in bars or unwrought	*tons cwt. qr. lb.*	2,024 8 2 27	2,885 6 1 24
Steel, unwrought	*cwt. qr. lb.*	15,389 0 18	15,259 0 23
Lead, Pig	*tons cwt. qr. lb.*	856 10 0 10	865 1 2 9
Spelter	*cwt. qr. lb.*	44,183 0 10	28,385 1 0
Tin	*cwt. qr. lb.*	39,849 3 27	46,684 3 10
Oil, Olive	*gallons*	397,367	234,930
Opium	*lb.*	53,001	31,604
Quicksilver	*lb.*	1,166,137	756,160
Rice, not in the Husk	*cwt. qr. lb.*	64,993 3 17	121,199 1 10
Spices, viz.:—Cassia Lignea	*lb.*	1,341,546	1,680.350
Cinnamon	*lb.*	447,855	222,493
Cloves	*lb.*	144,767	55,400
Mace	*lb.*	10,564	6,677
Nutmegs	*lb.*	96,195	175,640
Pepper	*lb.*	3,997,027	6,391,247
Pimento	*lb.*	2,810,384	1,799,143
Spirits, viz.:—Rum	*gallons, (including over-proof)*	1,834,206	1,642,282
Brandy	*gallons, (including over-proof)*	793,487	912,335
Geneva	*gallons, (including over-proof)*	362,955	261,571
Sugar, viz.:—Of the British Possessions in America	*cwt. qr. lb.*	7,850 2 8	12,313 0 12
Of Mauritius	*cwt. qr. lb.*	3,326 3 7	4,850 2 7
East India, of British Possessions	*cwt. qr. lb.*	22,621 3 24	11,389 3 25
———, of Foreign Possessions	*cwt. qr. lb.*	88,927 2 17	69,476 2 16
Other sorts	*cwt. qr. lb.*	243,823 1 12	500,714 0 3
Tobacco, Unmanufactured	*lb.*	8,060,562	12,980,951
Foreign Manufactured, and Snuff	*lb.*	213,273	220,324
Wine, viz.:—Cape	*gallons*	16,436	5,568
French	*gallons*	99,540	128,506
Other sorts	*gallons*	1,497,322	1,505,047
Wool, Cotton, viz.:—			
Of the British Possessions in America	*lb.*	42,178	7,950
——— in the East Indies	*lb.*	10,353,118	10,947,224
Of other parts	*lb.*	6,968,586	13,506,789
Wool, Sheep and Lamb's	*lb.*	442,696	807,362

— (3.) —

EXPORTS OF BRITISH PRODUCE AND MANUFACTURES FROM THE UNITED KINGDOM.

AN ACCOUNT of the Exports of the principal Articles of *British* and *Irish* Produce and Manufactures, in the Year ended 5th January 1835, compared with the Exports of the preceding Year, ended 5th January 1834.

ARTICLES.	Decclared Value of the Exportations in the Years ended 5th January	
	1834.	1835.
	£.	£.
Coals and Culm	231,344	221,531
Cotton Manufactures	13,782,377	15,306,922
——— Yarn	4,704,024	5,205,501
Earthenware	496,963	492,039
Glass	445,845	495,180
Hardwares and Cutlery	1,466,362	1,485,414
Linen Manufactures	2,239,030	2,605,837
Metals, viz.—Iron and Steel	1,405,035	1,455,131
Copper and Brass	884,149	897,380
Lead	120,714	143,572
Tin, in bars, &c.	86,986	35,082
Tin Plates	268,743	324,728
Salt	184,176	153,860
Silk Manufactures	737,404	636,419
Sugar, Refined	563,092	915,694
Wool, Sheeps or Lambs'	332,504	191,979
Woollen Manufactures	6,540,636	5,975,657
Total of the foregoing Articles £.	34,489,384	36,541,926

— (4.) —

PRODUCE OF CUSTOM DUTIES IN THE UNITED KINGDOM.

AN ACCOUNT of the Gross and Net Produce of the Duties of Customs, in the Year ended 5th January 1835, compared with the Produce in the preceding Year, ended 5th January 1834.

	Years ended 5th January	
	1834.	1835.
	£.	£.
Gross Receipt of Duties Inwards	18,192,741	20,827,579
——— Duties Outwards	136,302	110,825
Total Gross Receipt of Customs Duties £.	18,329,043	20,938,404
Payments out of Gross Receipt:—for		
Drawbacks and Bounties, viz. on British Refined Sugar	504,821	765,280
Other Articles	186,848	175,213
Allowances on Quantities Over-entered, Damages, &c.	59,825	66,224
Total Payments out of Gross Receipt £.	751,494	1,006,717
Net Receipt of Customs Duties £.	17,577,549	19,931,687

—(5.)—

VESSELS EMPLOYED IN THE FOREIGN TRADE OF THE UNITED KINGDOM.

AN ACCOUNT of the Number and Tonnage of Vessels, distinguishing the Countries to which they belonged, which entered Inwards and cleared Outwards in the Year ended 5th January 1835, compared with the Entries and Clearances in the preceding Year; stated exclusively of Vessels in Ballast, and of those employed in the Coasting Trade between Great Britain and Ireland.

COUNTRIES to which Vessels belonged.	ENTERED INWARDS.				CLEARED OUTWARDS.			
	Years ended 5th January				Years ended 5th January			
	1834.		1835.		1834.		1835.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
United Kingdom and its dependencies - -	10,989	1,999,930	11,678	2,108,492	9,544	1,643,894	9,734	1,640,274
Russia - - -	138	40,459	196	54,458	58	17,207	77	19,820
Sweden - - -	122	15,075	111	15,765	77	9,222	73	8,305
Norway - - -	747	116,297	711	119,151	146	16,973	138	16,809
Denmark - - -	567	46,400	679	55,377	531	49,148	490	41,899
Prussia - - -	536	111,842	545	117,009	335	69,403	283	59,454
Other German States -	481	40,507	552	44,880	555	54,745	391	34,576
Holland - - -	176	16,328	336	31,942	340	39,736	474	55,714
Belgium - - -	219	20,381	275	26,918	324	38,186	318	34,546
France - - -	928	41,031	829	35,441	507	28,104	530	29,865
Spain - - -	56	5,813	33	3,269	50	5,591	40	4,675
Portugal - - -	38	4,216	28	3,237	22	2,538	23	2,725
Italian States - -	29	5,674	65	15,286	18	3,546	55	12,167
Other European States	- -	- - - -	1	298	2	382	1	292
United States of America	451	184,562	505	208,802	467	187,927	551	223,318
Other States in America, Africa, or Asia -	2	326	4	1,053	5	1,195	3	660
Total - - -	15,479	2,648,841	16,548	2,841,378	12,981	2,167,797	13,181	2,185,099

—(6.)—

VESSELS EMPLOYED IN THE COASTING TRADE OF THE UNITED KINGDOM.

AN ACCOUNT of the Number and Tonnage of Vessels which entered Inwards and cleared Outwards with Cargoes, at the several Ports of the United Kingdom, during the Year ended 5th January 1835, compared with the Entries and Clearances in the preceding Year; distinguishing the Vessels employed in the intercourse between *Great Britain* and *Ireland*, from other Coasters.

—	ENTERED INWARDS.				CLEARED OUTWARDS.			
	Years ended 5th January				Years ended 5th January			
	1834		1835.		1834.		1835.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
Employed in the Intercourse between Great Britain and Ireland -	9,476	1,041,882	10,026	1,100,389	14,225	1,378,938	14,560	1,440,617
Other Coasting Vessels	107,390	8,358,454	112,414	8,774,326	113,696	8,627,385	116,131	8,892,632
TOTAL - - -	116,866	9,400,336	122,440	9,874,715	127,921	10,006,323	130,691	10,333,249

Statistical Department,
Board of Trade,
26 February 1835.

G. R. Porter.

ACCOUNTS

RELATING TO

IMPORTS AND EXPORTS,
CUSTOMS DUTIES,

AND

TONNAGE OF VESSELS.

(Mr. Baring.)

Ordered, by The House of Commons, *to be Printed,*
27 *February* 1835.

5.

IRON.

RETURNS to several Orders of the Honourable The House of Commons,
dated 1 June 1835;—*for*,

AN ACCOUNT of the Quantities of FOREIGN IRON Imported into and Exported from the UNITED KINGDOM, in the Year 1833; distinguishing the several Sorts of Iron, and the COUNTRIES from which Imported and to which Exported.

A similar ACCOUNT for the Year 1834.

AN ACCOUNT of the Quantity of BRITISH IRON (including Unwrought Steel), Exported in the Year 1833; distinguishing the COUNTRIES to which Exported.

A similar ACCOUNT for 1834.

AN ACCOUNT of the Quantity of BRITISH HARDWARES and CUTLERY Exported in the Year 1833; distinguishing the COUNTRIES to which the same were Exported, and the declared Value thereof.

A similar ACCOUNT for 1834.

(*Mr. Guest.*)

Ordered, by The House of Commons, *to be Printed,*
18 *June* 1835.

QUANTITIES of FOREIGN IRON Imported into and Exported from the United Kingdom, in the Years 1833 and 1834;

		IRON in BARS or Unwrought.	Iron Slit or hammered into Rods, and Iron drawn or hammered less than ¾ of an Inch square.	IRON in PIGS.	Old Broken and Old Cast Iron.	IRON HOOPS.
	1833.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.
IMPORTED.	From Russia	4,870 2 1 20	- - -	- - -	- - -	- - -
	– Sweden	12,169 1 – 21	3 14 3 25	- - -	3 5 3 24	- - -
	– Norway	570 13 – 17	- - -	26 13 2 15	11 10 3 3	- - -
	– Denmark	29 16 – 27	- - -	- - -	1 17 3 10	- - -
	– Germany	– 2 – –	- - -	3 – – –	31 13 2 14	– – 2 –
	– Holland	4 4 1 25	- - -	- - -	- - -	- - -
	– Belgium	- - -	- - -	- - -	- - -	- - -
	– France	151 7 3 2	- - -	- - -	- - -	- - -
	– The Azores	- - -	- - -	7 – – –		- - -
	– Spain	117 2 1 11	- -	- - -	- - -	- - -
	– Italy	- - -	- - -	- - -	- - -	- - -
	– Turkey and Egypt	– 1 – 5	- - -	4 6 3 27	- - -	- - -
	– Western Coast of Africa	- - -	- - -	- - -	1 5 – 18	- - -
	– Cape of Good Hope	- - -	- - -	- - -	- - -	- - -
	– East Indies	- - -	- - -	- - -	– 18 – –	- - -
	– New South Wales	- - -	- - -	- - -	- - -	- - -
	– British North American Colonies	- - -	- - -	- - -	- - -	- - -
	– British West Indies	- - -	- - -	- - -	9 17 2 23	- - -
	– Foreign West Indies	- - -	- - -	- - -	– 15 – –	- - -
	– United States of America	– 15 – –	- - -	- - -	6 7 1 17	- - -
	– Other Countries in America	- - -	- - -	- - -	24 8 – 14	- - -
	– Guernsey, Jersey and Alderney	- - -	- - -	- - -	33 12 2 15	- - -
	TOTAL of the IMPORTATIONS	17,913 5 2 16	3 14 3 25	41 – 2 14	125 12 – 26	– – 2 –
EXPORTED.	To Russia	- - -	- - -	- - -	- - -	- - -
	– Holland	- - -	- - -	- - -	- - -	- - -
	– Belgium	5 2 3 5				
	– France	1 5 3 27				
	– Portugal, the Azores and Madeira	7 2 3 21	- - -	- - -	- - -	- - -
	– Spain and the Canaries	16 – – –				-
	– Gibraltar	89 12 – 27	- - -	- - -	- - -	- - -
	– Turkey and Continental Greece	- - -	- - -	- - -	- - -	- - -
	– Morea and Greek Islands	- - -	- - -	- - -	- - -	- - -
	– Asia	924 10 2 26	2 13 1 2	- - -	3 – – –	- - -
	– Africa	52 7 – 15	- - -	- - -	- - -	- - -
	– British Colonies in North America	288 8 1 6	1 – – 23	- - -	- - -	- - -
	– British West Indies	- - -	- - -	- - -	- - -	- - -
	– Foreign West Indies	- - -	- - -	- - -	- - -	- - -
	– United States of America	478 – 3 3	- - -	- - -	14 8 – 14	- - -
	– Brazil	83 5 2 16	- - -	- - -	- - -	- - -
	– Mexico and the States of South America	78 12 – 21	- - -	- - -	- - -	- - -
	TOTAL of the EXPORTATIONS	2,024 8 2 27	3 13 1 25	- - -	17 8 – 14	- - -
	1834.					
IMPORTED.	From Russia	2,676 19 2 21	5 – – 11	- - -	6 – – –	- - -
	– Sweden	12,649 12 3 26	4 17 1 9	- - -	1 9 3 16	- - -
	– Norway	599 6 – 3	- - -	- - -	6 – 1 4	
	– Denmark	38 6 1 22	– 9 1 9	- - -	6 14 1 26	
	– Prussia	64 1 3 19	- - -	43 12 3 18	– 4 – 4	- - -
	– Germany	11 4 1 8	- - -	- - -	8 4 2 14	- - -
	– Holland	– 11 2 11	- - -	7 18 1 10	– 6 – –	- - -
	– Belgium	– 10 2 3	- - -	- - -	- - -	- - -
	– France	- - -	- - -	- - -	– 11 3 7	- - -
	– Portugal	6 8 1 3	- - -	- - -	10 4 – 18	- - -
	– Spain	165 6 – 27	- - -	- - -	- - -	- - -
	– Italy	- - -	- - -	- - -	- - -	- - -
	– Malta	- - -	- - -	- - -	- - -	- - -
	– Turkey and Egypt	- - -	- - -	- - -	- - -	- - -
	– Western Coast of Africa	2 13 1 18	- - -	- - -	1 9 – 27	- - -
	– Cape of Good Hope	- - -	- - -	56 18 – 4		
	– East Indies and Mauritius	- - -	- - -	- - -	4 19 – 22	- - -
	– New South Wales & Van Diemen's Land	- - -	- - -	- - -	4 4 1 3	- - -
	– British North American Colonies	- - -	- - -	- - -	– 5 – –	- - -
	– British West Indies	- - -	- - -	- - -	2 2 – 1	- - -
	– Foreign West Indies	- - -	- - -	- - -	- - -	- - -
	– United States of America	– 5 1 14	- - -	- - -	– 10 – –	- - -
	– Other Countries in America	- - -	- - -	- - -	- - -	- - -
	– Guernsey, Jersey and Alderney	- - -	- - -	- - -	11 14 3 18	- - -
	TOTAL of the IMPORTATIONS	16,215 6 3 7	10 6 3 1	108 9 1 4	64 19 3 20	- - -
EXPORTED.	To Germany	- - -	- - -	- - -	- - -	- - -
	– France	- - -	- - -	43 12 3 18	- - -	- - -
	– Portugal, the Azores and Madeira	79 8 – 2	- - -	- - -	4 5 – 8	- - -
	– Spain and the Canaries	19 9 3 23	- - -	- - -	- - -	- - -
	– Gibraltar	103 5 2 10	- - -	- - -	- - -	- - -
	– Italy	113 13 – 9	- - -	- - -	- - -	- - -
	– Malta	10 9 1 17				
	– Ionian Islands	10 – – –	- - -	- - -	- - -	- - -
	– Turkey and Continental Greece	- - -	- - -	- - -	- - -	- - -
	– Morea and Greek Islands	- - -	- - -	- - -	- - -	- - -
	– Asia	1,537 1 1 13	- - -	- - -	- - -	- - -
	– Africa	38 13 3 –	- - -	- - -	- - -	- - -
	– British Colonies in North America	399 10 3 17	- - -	- - -	- - -	- - -
	– British West Indies	- - -	- - -	- - -	- - -	- - -
	– Foreign West Indies	- - -	- - -	- - -	- - -	- - -
	– United States of America	455 – 3 24	- - -	- - -	- - -	- - -
	– Brazil	81 19 3 13	- - -	- - -	- - -	- - -
	– Mexico and the States of South America	34 11 1 4	- - -	- - -	- - -	- - -
	– Guernsey, Jersey and Man	2 2 1 4				
	TOTAL of the EXPORTATIONS	2,885 6 1 24	- - -	43 12 3 18	4 5 – 8	- - -

distinguishing the several sorts of Iron, and the Countries from which imported and to which exported.

IRON WIRE.				IRON ORE.				CHROMATE of IRON.				CAST IRON. Declared Value.			STEEL Unwrought.				STEEL WIRE.	Iron and Steel Manufactures not otherwise described.						
																				Entered by Weight.				Entered at Value. Declared Value.		
Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	£.	s.	d.	Tons.	cwts.	qrs.	lbs.	Lbs.	Tons.	cwts.	qrs.	lbs.	£.	s.	d.
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	5	-	-	-	6	8	6
-	-		-	-	1	-	-	-	-		-	-	-	-	827	-	1	18								
-	-		-	-	-		-	-	-		-	9	-	-	-	-		-	-	-	-		-	12	-	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	-		-	2	6	9
1	1	2	18	59	18	2	16	-	1	-	-	26	13	-	-	-		-	33	1	5	-	1	615	9	2
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	51	16	1	11	158	7	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	5	15	3	15	121	7	9
-		-	5	-	-		-	-	-		-	16	1	-	-	-		-	-	-	-		-	519	3	6
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	-		-	18	5	-
-	-		-	-	-		-	-	-		-	-	-	-	7	16	1	3	-	-	-		-	85	3	-
-	-		-	-	-	3	6	-	-		-		5	-												
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	13	3	25	8	-	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	-		-	4	15	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	-		-	10	-	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	-		-	28	-	-
-	-		-	-	-		-	-	-		-	8	-	-	-	-		-	-	-	-		-	7	15	-
-	-		-	-	-		-	-	-		-	15	-		-	-		-	-	-	-		-	44	5	6
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	-		-	1	-	-
-	-		-	-	5	-		740	5	2	26	-	10	-	-	-		-	145	-	-		-	52	17	5
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	-		-	10	15	-
-	-		-	-	-		-	-	-		-	5	-	-	-	-		-	-	-	-		-	-	17	6
1	1	2	23	60	5	1	22	740	6	2	26	80	9	-	834	16	2	21	178	64	11	-	24	1,706	16	1
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	5	-	-	-			
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	1	10	-	-			
-	-		-	-	-		-	-	-		-	-	-	-	8	-	1	18	-	-	2	-	7			
-	-		-	-	-		-	-	-		-	-	-	-	7	11	1	18	-	14	1	1	-			
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	1	11	2	19			
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	2	9	1	8			
-	-		-	-	-		-	-	-		-	-	-	-	692	18	2	19	-	-	13	-	-	92	10	-
-	-		-	-	-		-	-	-		-	-	-	-	23	4	2	26	-	28	8	3	4	87	10	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-		-		-	150	-	-
-	-		-	-	-		-	-	-		-	-	-	-	12	-	-	9	33	-	3	-	22			
-	-		-	-	-		-	-	-		-	-	-	-	12	16	1	9	-	-	14	-	17	20	-	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	145	-	5	-	12			
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	7	17	3	2	20	-	-
-	-		-	-	-		-	-	-		-	-	-	-	12	17	2	3	-	1	14	3	17	10	-	-
-	-		-	-	-		-	-	-		-	-	-	-	769	9	-	18	178	64	11	-	24	380	-	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	3	2	8	6	3	-
-	-		-	-	-		-	-	-		-	-	-	-	632	12	2	7	-	1	7	3	21	18	5	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	19	11	3	5	3	-	
-	10	3	24	-	-		-	28	-	2	18	3	2	-	-	-		-	15	2	14	3	7	877	1	5
-	-		-	-	-		-	-	-		-	10	17	9	-	-		-	-	74	15	3	17	831	1	6
-	-	-	16	-	-		-	-	-		-	-	-	-	-	-		-	-	83	6	1	5	70	3	-
-	-	-	14	-	-		-	-	-		-	1	2	6	-	-		-	-	-	-		-	1,377	3	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	6	6	-	23			
-	-		-	-	1	-	-	-	-		-	-	-	-	11	15	2	27	-	11	4	3	17	4	7	6
-	-		-	-	-		-	-	-		-	-	5	-	53	17	2	26	-	-	-		-	52	17	6
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	-		-	11	-	-
-	-		-	-	4	-	-	-	-		-	-	-	-	-	-		-	-	-	-		-	3	5	4
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	-		-	16	16	-
-	-		-	-	5	-	-	18	2	3	8	6	-	-	-	-		-	-	1	5	1	1	7	-	-
-	-		-	-	-		-	-	-		-	3	-	-	-	-		-	-	-	-		-	52	5	
-	-		-	-	-		-	-	-		-	-	10	-	-	-		-	-	-	-		-	22	-	-
-	-		-	-	-		-	-	-		-	5	3	-	-	-		-	-	-	-		-	21	14	11
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	-		-	2	-	-
-	-		-	2	3	2	16	713	1	3	18	9	-	-	-	-		-	-	7	11	-	15	69	12	
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	-		-	1	6	6
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	-		-	12	10	-
	11	-	26	2	13	2	16	759	5	1	16	39	-	3	698	6	-	4	15	208	7	3	7	3,459	11	8
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	-	-		-	15	-	-
-	-		-	-	-		-	-	-		-	-	-	-	9	18	3	2	-	7	3	2	6	20	-	
-	-		-	-	-		-	-	-		-	-	-	-	24	3	1	11	-	-	-		-	30	-	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	3	9	1	9			
-	-		-	-	-		-	-	-		-	-	-	-	7	-	1	23	-	12	19	2	13	5	-	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-	3	16	-	-	-		-	17	-	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-		13	2	6			
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	78	8	3	15			
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	9	8	3	2			
-	-		-	-	-		-	-	-		-	-	-	-	618	-	1	26	-	2	4	1	25	620	-	
-	-		-	-	-		-	-	-		-	-	-	-	3	4	2	18	-	38	12	3	15	26	-	-
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	1	5	1	1	240	-	-
-	-		-	-	-		-	-	-		-	-	-	-	15	15	2	14	15	-	13	2	14	80		-
-	-		-	-	-		-	-	-		-	-	-	-	2	13	3	17	-	8	1	-	20			
-	-		-	-	-		-	-	-		-	-	-	-	-	-		-	-	18	15	3	15			
-	-		-	-	-		-	-	-		-	-	-	-	1	18	1	-	-	7	17	3	25	38	-	-
-	-		-	-	-		-	-	-		-	-	-	-	80	2	3	8	-	18	12	3	9	215	-	
-	-		-	-	-		-	-	-		-	-	-	-	762	19	-	23	15	208	7	3	7	1,306	-	-

QUANTITY of BRITISH IRON, (including UNWROUGHT STEEL) Exported from the - - -

COUNTRIES TO WHICH EXPORTED.	BAR IRON.				BOLT and ROD IRON.				PIG IRON.				CAST IRON.			
1833.	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
RUSSIA	37	–	–	–	–	5	–	15	–	–	–	–	2	6	2	2
Sweden	27	10	–	–	–	5	–	–	–	–	–	–	59	11	–	–
Norway	32	–	1	2	23	8	2	16	–	–	–	–	23	8	–	12
Denmark	948	12	2	21	140	12	–	3	703	5	–	–	12	18	1	24
Prussia	139	1	1	4	115	6	–	24	131	–	–	–	1	18	–	–
Germany	4,483	15	–	20	1,271	4	3	1	496	17	–	–	142	11	2	22
Holland	4,337	13	–	7	250	7	3	22	1,091	–	–	–	90	–	–	10
Belgium	242	17	2	18	22	10	2	–	196	5	1	9	7	10	–	–
France	1,049	10	–	–	128	–	–	–	5,164	4	–	–	17	10	–	–
Portugal, Azores and Madeira	949	7	2	19	852	13	–	20	9	–	–	–	46	5	1	2
Spain and the Canaries	247	2	1	17	34	15	–	–	123	–	–	–	27	17	3	12
Gibraltar	240	5	–	–	10	10	–	–	–	–	–	–	5	12	–	16
Italy	6,315	8	3	19	1,104	2	–	–	961	–	–	–	143	8	1	–
Malta	501	19	–	–	10	–	–	–	–	–	–	–	1	4	–	–
The Ionian Islands	83	10	–	–	9	–	–	–	–	–	–	–	4	14	2	27
Turkey and Continental Greece	4,272	19	–	3	469	10	–	–	–	–	–	–	39	19	–	–
Morea and Greek Islands	1,296	19	–	–	31	–	–	–	–	–	–	–	–	–	–	–
Asia	12,767	8	–	17	1,890	11	3	22	462	10	2	–	931	19	–	5
Africa	2,753	7	1	16	29	6	–	–	2,316	10	3	13	240	8	3	25
British Colonies in North America	3,940	8	2	14	215	13	1	21	1,361	–	–	–	2,603	15	1	25
British West Indies	377	1	–	2	21	6	3	14	64	–	–	–	656	16	2	9
Foreign West Indies	882	10	–	21	4	10	–	–	–	–	–	–	383	12	3	–
United States of America	27,230	1	–	–	538	8	–	–	9,557	15	–	–	8,420	19	–	22
Brazil	634	1	–	–	33	10	–	–	10	–	–	–	524	8	–	11
Mexico and the States of South America	997	8	–	–	21	6	3	9	30	–	–	–	294	4	2	8
Isles Guernsey, Jersey, Alderney and Man	546	2	3	4	82	18	3	22	311	7	–	15	80	18	–	11
TOTAL	75,333	19	1	8	7,311	2	1	21	22,988	14	3	9	14,763	17	3	19
1834.																
RUSSIA	281	15	–	–	15	–	–	–	25	–	–	–	99	12	1	12
Sweden	13	–	–	–	12	–	–	–	–	–	–	–	8	13	–	–
Norway	37	15	2	16	22	14	–	6	–	–	–	–	11	10	2	23
Denmark	914	10	2	25	204	9	1	5	657	10	–	–	38	–	–	24
Prussia	165	6	2	9	207	–	2	5	240	–	–	–	6	19	1	10
Germany	3,253	18	1	4	973	8	2	12	397	–	–	–	310	3	–	20
Holland	3,918	14	1	15	349	5	1	27	1,213	3	2	8	879	18	2	25
Belgium	381	5	–	–	15	10	–	–	1,247	2	3	12	23	18	–	23
France	1,752	16	–	14	121	15	2	13	4,869	3	2	11	197	18	1	6
Portugal, Azores and Madeira	2,470	–	3	21	1,284	6	–	4	15	–	–	–	97	6	2	25
Spain and the Canaries	291	16	–	16	27	10	–	–	60	–	–	–	68	13	–	14
Gibraltar	936	5	–	–	–	12	–	–	–	–	–	–	6	16	2	19
Italy	10,763	2	–	–	1,975	5	–	–	695	–	–	–	26	15	–	14
Malta	642	11	3	17	194	11	–	–	–	–	–	–	1	10	–	–
The Ionian Islands	442	13	–	–	7	9	–	–	–	–	–	–	6	7	–	–
Turkey and Continental Greece	5,389	5	–	–	746	16	–	–	–	–	–	–	55	1	1	25
Morea and Greek Islands	1,231	15	–	–	52	5	–	–	–	–	–	–	–	–	–	–
Asia	8,103	11	1	24	2,372	3	1	10	307	10	–	–	743	15	–	23
Africa	2,524	11	2	13	49	8	2	7	720	–	–	–	575	10	1	3
British Colonies in North America	4,215	15	1	10	227	10	–	18	819	3	–	–	1,806	8	2	–
British West Indies	321	3	2	4	17	13	–	22	35	–	–	–	1,028	5	3	12
Foreign West Indies	1,487	5	–	–	3	10	–	–	175	–	–	–	796	6	1	17
United States of America	18,410	3	2	26	112	3	2	–	10,072	10	–	21	5,996	19	–	6
Brazil	905	–	2	5	48	15	2	–	33	–	–	–	435	8	1	15
Mexico, and the States of South America	1,427	13	1	24	42	10	–	–	15	–	–	–	364	11	2	25
Isles Guernsey, Jersey, Alderney and Man	527	6	2	25	70	11	1	8	191	18	–	–	283	13	2	15
TOTAL	70,809	2	–	16	9,154	3	–	25	21,788	1	–	–	13,870	3	–	20

- - - United Kingdom in the Years 1833 and 1834; distinguishing the Countries to which exported.

IRON WIRE.				WROUGHT IRON; viz.																OLD IRON for Re-manufacture.				UNWROUGHT STEEL.			
				ANCHORS and GRAPNELS.				HOOPS.				NAILS.				Of all other Sorts, (except Ordnance.)											
Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs	lbs..	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
14	5	3	27	15	3	-	13	12	5	-	-	-	-		-	50	18	3	7	-	-		-	48	6	2	12
-	-		-	2	1	-	-	18	-	-	-	2	5	-	-	11	14	-	12	-	-		-	2	4	2	-
1	11	1	7	9	3	3	19	15	9	-	-	-	1	1	10	40	11	2	10	-	-		-	1	1	1	23
7	11	2	18	30	19	1	15	273	5	1	6	1	1	1	-	262	-	3	14	-	-		-	1	4	-	7
-	-		-	4	12	3	-	145	15	-	-	3	4	-	-	34	11	-	27	-	-		-	3	17	2	25
201	18	1	1	46	7	-	20	909	9	1	20	28	7	-	-	1,902	7	2	13	-	-		-	60	4	1	13
88	14	1	9	140	12	3	1	1,646	9	-	4	8	1	-	8	1,875	10	-	3	-	-		-	56	15	-	11
40	-	-	12	21	-	2	8	-	-	-	-	-	4	-	-	101	19	1	7	-	-		-	29	-	2	18
-	17	-	-	107	18	-	10	331	15	-	-	-	-		-	431	15	3	19	-	-		-	192	8	3	27
4	5	-	7	100	3	1	14	735	8	3	25	116	14	2	24	150	11	3	6	-	-		-	-	4	-	-
12	11	2	14	18	8	1	9	1,177	5	2	5	13	18	-	-	264	7	1	-	-	-		-	17	17	1	7
6	4	1	-	56	-	3	9	399	5	-	-	17	9	2	-	149	6	3	14		—				—		
5	8	-	-	92	11	1	26	950	-	2	-	1	7	-	-	937	8	-	9	-	-		-	24	12	3	1
-	-		-	14	19	2	2	31	-	-	-	2	14	-	-	23	5	1	5		—				—		
-	-		-	-	-	-	-	4	10	-	-	1	-	-	-	15	3	-	-		—				—		
6	10	-	-	161	13	3	21	52	-	-	-	45	7	-	-	364	17	3	13	-	-		-	-	19	-	-
-	-		-	159	12	1	17	-	-	-	-	-	-		-	9	10	-	-		—				—		
2	14	2	-	336	13	2	24	887	10	3	20	530	15	1	15	3,707	17	1	27	-	-		-	90	14	-	17
6	11	-	-	321	14	2	21	272	13	3	17	110	-	3	18	1,109	19	1	8	-	-		-	6	2	1	14
7	18	2	-	139	14	3	1	1,087	3	2	-	1,631	-	2	7	1,939	5	1	24	43	10	-	-	58	19	-	22
4	3	-	-	16	16	-	-	960	11	3	6	1,002	12	2	16	1,376	18	1	19	-	-		-	3	10	1	11
1	2	3	-	9	14	-	-	140	9	-	-	470	4	2	24	177	12	1	21	-	-		-	1	5	-	-
100	4	-	-	259	6	-	2	554	8	-	18	227	8	-	-	5,611	19	1	24	652	10	-	-	970	19	3	23
-	-		-	39	6	2	19	239	13	-	21	482	10	1	2	224	3	3	2	-	-		-	2	19	2	16
2	7	-	-	46	1	-	16	39	19	-	-	290	13	2	12	324	10	1	25	-	-		-	4	11	3	11
3	-	3	3	93	6	1	23	38	16	3	25	82	8	3	11	280	2	-	14	-	-		-	9	9	3	14
517	19	-	14	2,244	2	-	10	10,923	4	0	27	5,069	8	3	7	21,378	8	2	15	696	-	-	-	1,587	8	3	20
7	2	2	4	75	9	1	18	-	-	-	-	20	6	-	-	68	14	-	-	-	-		-	20	15	3	9
-			-	-	19	-	12	-	10	-	-	-	1	-	-	19	3	1	27	-	-		-	-	16	1	15
1	6	-	7	4	19	1	18	16	18	2	-	-	16	-	-	44	2	-	20	-	-		-	2	14	3	14
2	8	2	18	28	8	2	2	339	6	-	6	3	4	-	-	326	7	-	6	-	-		-	2	11	-	20
-	-		-	-	-	-	-	175	1	2	-	11	15	2	22	10	1	-	8	-	-		-	1	15	-	4
94	11	2	7	57	6	1	2	1,028	2	2	15	32	9	1	-	1,225	6	-	20	-	-		-	77	13	1	13
52	13	1	6	120	4	1	10	2,096	12	-	20	9	1	1	-	2,050	15	1	22	1	-	-	-	80	6	-	12
86	1	2	23	24	4	3	12	3	-	-	-	-	6	-	-	65	15	3	22	-	-		-	57	14	1	21
-	11	3	14	151	13	-	12	425	12	-	-	-	10	2	-	598	4	2	15	-	-		-	187	7	1	25
10	8	1	-	158	9	-	16	1,177	19	2	27	554	18	1	4	623	10	2	21	-	-		-	6	15	1	-
28	15	3	2	18	16	3	-	1,339	11	1	8	10	19	2	24	190	13	-	20	10	-	-	-	9	14	2	9
19	7	3	9	8	9	-	17	123	13	-	-	14	17	2	-	157	17	3	13		—				—		
11	15	-	-	121	7	3	11	1,526	8	-	-	-	-		-	913	1	2	6	40	-	-	-	38	19	-	-
-	-		-	7	4	2	26	73	12	-	-	1	5	-	-	129	17	1	2		—				—		
-	-		-	3	18	-	-	4	12	-	-	1	2	-	-	10	16	-	6	-	-		-	-	13	-	-
6	17	-	-	88	9	1	2	169	15	-	-	121	7	-	17	829	13	3	9		—				—		
-	-		-	72	15	2	13	2	-	-	-	-	9	-	-	58	-	-	-		—				—		
7	6	2	-	316	9	3	24	856	8	3	14	474	10	1	9	3,905	17	2	13	7	1	3	-	24	5	3	19
7	12	2	-	214	19	1	8	274	15	2	9	111	2	-	3	782	4	-	18	2	-	-	-	12	18	1	3
12	3	1	14	198	7	3	9	325	5	1	-	1,181	-	2	12	1,980	1	-	3	-	-		-	62	10	2	22
1	14	-	21	34	18	2	25	853	18	1	9	997	12	2	25	1,800	1	3	22	-	-		-	4	16	3	24
5	9	2	-	4	2	-	-	303	8	2	-	458	19	1	23	335	15	3	7	-	-		-	4	10	-	4
37	19	3	9	80	5	2	9	405	8	-	22	219	7	-	-	3,758	12	3	3	432	-	-	-	1,099	7	1	24
-	6	-	-	61	12	3	7	311	4	3	18	520	6	2	9	360	16	3	17	-	-		-	-	15	1	15
1	13	-	-	29	18	-	15	172	11	-	-	185	5	1	26	439	2	1	-	-	-		-	2	14	1	25
1	15	2	17	58	5	3	11	40	12	2	22	73	8	2	12	262	7	3	7	5	-	-	-	9	6	2	25
398	-	-	11	1,941	15	2	27	12,046	7	1	2	5,005	1	-	18	20,947	-	2	27	497	1	3	-	1,709	2	1	23

BRITISH HARDWARES and CUTLERY; exported from the United Kingdom in the Years 1833 and 1834 respectively; distinguishing the Countries to which exported, and the declared Value thereof.

COUNTRIES TO WHICH EXPORTED.	Year 1833.							Year 1834.						
	QUANTITY.				DECLARED VALUE.			QUANTITY.				DECLARED VALUE.		
	Tons.	*cwts.*	*qrs.*	*lbs.*	£.	*s.*	*d.*	*Tons.*	*cwts.*	*qrs.*	*lbs.*	£.	*s.*	*d.*
RUSSIA	290	16	3	15	32,253	10	–	202	6	2	19	25,627	–	7
Sweden	9	7	2	11	1,195	7	–	8	13	2	26	975	10	–
Norway	27	1	–	21	2,170	13	–	40	2	3	25	3,097	8	–
Denmark	44	16	2	11	3,937	11	–	42	2	1	22	3,173	19	–
Prussia	50	2	–	13	3,406	10	–	55	2	–	20	4,079	15	–
Germany	557	3	2	–	75,162	9	–	599	15	2	5	78,873	13	–
Holland	287	18	2	22	32,674	3	–	307	3	1	27	34,545	14	6
Belgium	143	10	1	6	16,569	12	8	197	19	2	4	21,618	1	–
France	195	1	–	15	35,144	15	–	301	11	–	1	45,867	8	–
Portugal, Azores and Madeira	145	1	2	12	12,897	19	–	215	6	3	18	22,123	9	–
Spain and the Canaries	182	13	–	–	19,414	2	6	139	7	2	2	17,875	15	–
Gibraltar	63	5	3	9	5,924	–	–	101	11	3	24	10,928	10	–
Italy	433	17	2	14	49,334	11	6	388	6	1	9	50,092	11	–
Malta	16	5	2	8	2,183	–	–	14	5	2	5	2,120	16	–
The Ionian Islands	18	4	–	–	1,726	17	–	22	–	–	–	2,221	–	–
Turkey and Continental Greece	50	17	–	–	5,385	–	–	58	10	–	–	8,568	17	6
Morea and Greek Islands	–	2	–	–	12	–	–	2	–	–	–	250	–	–
Asia	873	11	1	–	84,105	2	3	769	5	–	2	81,486	14	1
Africa	307	8	1	2	30,704	6	6	409	13	1	9	28,641	3	1
British Colonies in North America	1,593	11	1	25	112,270	12	7	1,135	2	–	24	84,058	–	3
British West Indies	916	4	–	26	71,424	13	9	935	–	3	17	76.312	18	3
Foreign West Indies	733	14	3	12	39,036	15	–	1,045	16	1	24	62,798	2	10
United States of America	8,129	4	2	11	711,304	14	–	7,051	3	–	10	647,216	7	9
Brazil	562	14	3	24	42,099	–	–	1,052	16	2	9	72,775	1	–
Mexico, and the States of South America	776	–	2	–	65,854	16	–	1,101	9	3	19	89,237	7	–
Isles Guernsey, Jersey, Alderney and Man	89	–	1	12	10,169	12	2	78	18	3	25	10,667	19	3
TOTAL	16,497	15	–	17	1,466,361	12	11	16,275	12	1	10	1,485,233	1	1

Inspector General's Office, Custom House, London,
12 June 1835.

William Irving,
Inspector Gen^{l} of Imports and Exports.

IRON.

ACCOUNT of FOREIGN IRON Imported and Exported, and of BRITISH IRON and HARDWARES Exported.

(Mr. Guest.)

(Ordered, by The House of Commons, *to be Printed,*
18 *June* 1835.

299.

LEAD, AND LEAD ORE.

RETURN to an Order of the Honourable The House of Commons,
dated 10 March 1835;—*for*,

AN ACCOUNT of the Quantity of LEAD and LEAD ORE IMPORTED into the UNITED KINGDOM; distinguishing the Countries from which Imported, and the Amount of Duty received thereon;—Also, AN ACCOUNT of all LEAD and LEAD ORE, distinguishing Pig and Rolled Lead, Shot, Litharge and Lead Paints EXPORTED from the UNITED KINGDOM, in the Year ending 5th January 1835, and comparing the same with the Year ending 5th January 1834, stating the Countries to which the same have been Exported.

LEAD and LEAD ORE Imported into the United Kingdom.

Year ending 5th January 1834.

COUNTRIES From which Imported.	PIG LEAD.	LEAD SHOT.	LEAD ORE.	WHITE LEAD.	TOTAL.
	Tns. cwts. qrs. lbs.	*Tns. cwts. qrs. lbs.*	*Tons. cwts. qrs. lbs.*	*Tns. cwts. qrs. lbs.*	*Tons. cwts. qrs. lbs.*
Hanseatic Towns -	135 14 3 16	- - -	- - -	0 0 3 13	135 15 3 1
Holland - -	0 1 0 2	- - -	- - -	1 13 3 3	1 14 3 5
Belgium - -	- - -	- - -	- - -	0 15 2 0	0 15 2 0
France - - -	- - -	- - -	- - -	0 8 2 21	0 8 2 21
Spain - - -	516 8 0 13	7 10 0 8	3 14 0 11	- - -	527 12 1 4
Gibraltar - -	109 17 2 7	- - -	- - -	- - -	109 17 2 7
Italy, viz. Austrian Territories - -	- - -	- - -	- - -	5 0 3 18	5 0 3 18
Malta - - -	22 14 3 21	- - -	- - -	- - -	22 14 3 21
Nova Scotia - -	5 10 0 4	- - -	- - -	- - -	5 10 0 4
States of the Rio de la Plata - -	0 1 0 2	- - -	- - -	- - -	0 1 0 2
Guernsey and Jersey	- - -	- - -	9 0 0 0	0 3 2 22	9 3 2 22
Isle of Man (Produce)	- - -	- - -	1,580 1 0 8	- - -	1,580 1 0 8
Total Quantities Imported -	790 7 2 9	7 10 0 8	1,592 15 0 19	8 3 1 21	2,398 16 1 1
	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Net Amount of Duty received upon the Quantities entered for Home Consumption - -	60 16 10	- - -	15 17 8	45 3 4	121 17 10

Year ending 5th January 1835.

COUNTRIES From which Imported.	PIG LEAD.	LEAD ORE.	WHITE LEAD.	CHROMATE of LEAD.	TOTAL.
	Tns. cwts. qrs. lbs.	*Tns. cwts. qrs. lbs.*	*Tons. cwts. qrs. lbs.*	*Tns. cwts. qrs. lbs.*	*Tons. cwts. qrs. lbs.*
Hanseatic Towns -	21 17 0 26	- - -	0 5 1 3	- - -	22 2 2 1
Holland - - -	- - -	- - -	2 17 3 13	- - -	2 17 3 13
Belgium - -	- - -	- - -	3 16 2 0	- - -	3 16 2 0
France - - -	23 17 2 20	- - -	0 0 0 6	0 0 0 25	23 17 3 23
Spain - - -	526 17 3 11	- - -	- - -	- - -	526 17 3 11
Gibraltar - -	364 17 3 14	- - -	- - -	- - -	364 17 3 14
Italy, viz. Austrian Territories - -	- - -	- - -	8 11 3 10	- - -	8 11 3 10
St. Helena and Ascension - -	2 18 0 6	- - -	- - -	- - -	2 18 0 6
United States of America - -	28 5 0 8	- - -	0 0 2 0	- - -	28 5 2 8
Guernsey and Jersey	0 18 3 11	- - -	- - -	- - -	0 18 3 11
Isle of Man (Produce)	- - -	1,137 0 0 0	- - -	- - -	1,137 0 0 0
Total Quantities Imported -	969 12 2 12	1,137 0 0 0	15 12 0 4	0 0 0 25	2,122 4 3 13
	£. s. d.		£. s. d.	£. s. d.	£. s. d.
Net Amount of Duty received upon the Quantities entered for Home Consumption - -	51 8 3	- - -	67 6 6	2 10 –	121 4 9

LEAD and LEAD ORE EXPORTED from the UNITED KINGDOM, in the Year ending 5th January 1834.

COUNTRIES TO WHICH EXPORTED.	BRITISH LEAD AND LEAD ORE.						FOREIGN LEAD AND LEAD ORE.		
	PIG and ROLLED LEAD.	LITHARGE.	RED LEAD.	WHITE LEAD.	LEAD ORE.	TOTAL Of British Lead and Lead Ore, &c.	LEAD, PIG.	LEAD, SHOT.	LEAD, WHITE.
	Tons. cwts. qrs. lbs.	Tns cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.
Russia	966 4 1 9	237 16 2 17	20 4 1 13	14 6 3 2	- - -	1,238 12 0 13	226 1 1 22	- - -	0 3 0 25
Sweden	38 5 3 21	9 19 0 0	7 3 0 15	68 11 2 14	- - -	123 19 2 22	—	—	—
Norway	59 0 1 3	1 9 2 12	2 10 2 4	32 13 1 1	- - -	95 13 2 20	—	—	—
Denmark	221 8 0 3	22 9 1 18	11 7 1 3	119 8 2 22	- - -	374 13 1 18	—	—	—
Prussia	49 15 2 12	59 15 0 0	10 14 1 24	31 14 2 18	- - -	151 19 2 26	30 2 1 9	—	—
Germany	210 12 1 27	82 17 2 0	81 1 3 21	64 9 2 22	20 0 0 0	459 1 2 14	—	—	—
Holland	287 3 1 15	33 11 2 16	95 12 1 18	7 9 1 5	30 0 0 0	453 16 2 26	69 16 0 5	—	—
Belgium	158 7 2 0	37 17 1 5	12 0 1 7	1 17 2 0	- - -	210 2 2 12	283 16 1 21	—	—
France	144 14 1 13	34 19 3 11	0 4 0 0	4 10 0 0	- - -	184 8 0 24	87 16 2 6	—	—
Portugal, Azores and Madeira	185 9 3 9	9 3 0 4	24 14 0 0	33 19 0 0	- - -	253 5 3 13	5 0 0 6	—	—
Spain and the Canaries	56 2 2 11	2 9 2 0	1 4 0 26	7 17 1 21	- - -	67 13 3 2	—	—	—
Gibraltar	1 4 0 0	0 15 0 21	- - -	2 8 3 8	- - -	4 8 0 1	—	—	—
Italy	59 12 0 0	48 13 0 0	23 5 0 14	- - -	10 0 0 0	141 10 0 14	—	—	—
Malta	10 12 2 2	- - -	- - -	4 13 0 0	- - -	15 5 2 2	—	—	—
Ionian Islands	7 2 0 0	- - -	- - -	0 3 1 19	- - -	7 5 1 19	—	—	—
Turkey and the Levant	93 2 2 0	- - -	4 10 0 0	0 15 2 0	- - -	98 8 0 0	9 13 3 10	—	—
Isles:—Guernsey, Jersey, Alderney and Man	171 19 2 25	0 18 2 0	0 2 2 0	4 8 2 0	- - -	177 9 0 25	—	—	—
East Indies and China	2,130 13 1 12	- - -	245 11 0 0	79 11 1 26	- - -	2,455 15 3 10	91 6 2 0	—	—
New South Wales, Van Diemen's Land and Swan River	268 17 1 21	- - -	0 16 2 0	38 16 0 0	- - -	308 9 3 21	48 6 1 0	—	—
Cape of Good Hope	135 6 1 13	0 0 3 0	- - -	16 17 2 0	- - -	152 4 2 13	—	—	—
Other Parts of Africa	132 3 2 8	- - -	4 8 2 0	12 10 2 18	- - -	149 2 2 26	—	—	—
British North American Colonies	374 10 0 23	0 8 2 0	2 13 0 0	123 13 0 2	- - -	501 4 2 25	—	—	—
British West Indies	347 19 3 19	2 10 0 0	0 6 1 0	33 17 0 2	- - -	384 13 0 21	—	—	—
Foreign West Indies	107 5 0 0	- - -	- - -	4 6 0 0	- - -	111 11 0 0	—	—	—
United States of America	2,203 9 2 9	0 1 0 0	3 3 0 0	150 14 0 0	- - -	2,357 7 2 9	—	—	—
Brazil	521 15 1 12	1 15 0 0	12 15 2 5	51 4 3 8	- - -	587 10 2 25	—	—	—
Mexico	0 2 0 0	- - -	0 14 0 0	0 14 0 0	- - -	1 10 0 0	—	—	—
Columbia	4 3 0 0	- - -	- - -	2 0 0 0	- - -	6 3 0 0	—	—	—
Chili	17 18 0 0	- - -	- - -	1 0 0 0	- - -	18 18 0 0	4 10 2 15	—	—
Peru	12 5 2 0	- - -	- - -	- - -	- - -	12 5 2 0	- - -	7 10 0 8	—
States of the Rio de la Plata	37 17 1 22	0 8 0 0	- - -	2 4 0 0	- - -	40 9 1 22	—	—	—
TOTAL	9,015 3 3 9	587 18 1 20	565 2 0 10	916 15 2 20	60 0 0 0	11,145 0 0 3	856 10 0 10	7 10 0 8	0 3 0 25

LEAD and LEAD ORE Exported from the United Kingdom, in the Year ending 5th January 1835

COUNTRIES TO WHICH EXPORTED.	BRITISH LEAD AND LEAD ORE.						FOREIGN LEAD AND LEAD ORE.	
	PIG and ROLLED LEAD.	LITHARGE.	RED LEAD.	WHITE LEAD.	LEAD ORE.	TOTAL Of British Lead and Lead Ore, &c.	LEAD, PIG.	LEAD, WHITE.
	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.	Tons. cwts. qrs. lbs.
Russia	1,258 9 2 1	53 19 1 12	- - -	18 8 3 19	- - -	1,330 17 3 4	413 4 3 13	—
Sweden	33 4 0 23	8 3 3 27	3 12 2 25	62 19 1 13	- - -	108 0 1 4	—	—
Norway	55 0 1 26	1 9 0 14	0 16 2 2	35 3 2 22	- - -	92 9 3 8	—	—
Denmark	120 8 1 6	29 15 0 10	7 0 2 15	96 10 3 0	- - -	253 14 3 3	—	—
Prussia	87 5 0 21	11 1 0 0	5 8 3 15	12 1 0 12	- - -	115 16 0 20	4 0 2 25	—
Germany	314 0 0 7	94 8 1 17	91 12 2 22	45 8 0 20	- - -	545 9 1 10	—	—
Holland	581 17 1 19	32 16 3 7	73 13 3 24	16 17 1 27	80 15 0 0	786 0 2 21	100 5 1 25	—
Belgium	194 18 3 20	22 19 0 8	7 19 2 1	1 8 0 0	10 0 0 0	237 5 2 1	42 1 3 6	—
France	2,497 2 3 3	23 16 3 9	- - -	1 10 0 0	- - -	2,522 9 2 12	254 10 2 20	—
Portugal, Azores and Madeira	480 7 2 20	20 2 0 0	11 19 1 3	53 1 2 5	- - -	565 10 2 0	—	—
Spain and the Canaries	15 4 0 0	0 6 0 0	2 0 0 0	4 16 0 0	- - -	22 6 0 0	- - -	0 5 1 2
Gibraltar	0 6 1 0	- - -	- - -	0 3 0 0	- - -	0 9 1 0	—	—
Italy	81 14 1 2	77 3 0 0	30 12 0 0	2 5 0 0	37 0 0 0	228 14 1 2	—	—
Malta	18 14 3 4	- - -	- - -	- - -	1 0 0 0	19 14 3 4	—	—
Ionian Islands	- - -	- - -	- - -	0 16 0 0	- - -	0 16 0 0	—	—
Turkey and the Levant	45 11 0 0	- - -	4 10 0 0	2 11 0 0	- - -	52 12 0 0	- - -	2 12 3 14
Isles: — Guernsey, Jersey, Alderney and Man	228 2 0 13	0 10 2 13	0 6 1 3	8 18 0 22	- - -	237 17 0 23	—	—
East Indies and China	606 0 0 11	- - -	163 8 2 0	58 10 0 20	- - -	827 18 3 3	50 18 0 4	—
New South Wales, Van Diemen's Land and Swan River	168 12 1 12	0 8 2 0	0 3 0 0	40 2 3 6	- - -	209 6 2 18	—	—
Cape of Good Hope	37 11 0 0	0 0 3 0	3 11 1 0	11 14 3 0	- - -	52 17 3 0	—	—
Other Parts of Africa	216 16 0 2	0 3 0 0	- - -	11 0 2 0	39 10 0 0	267 9 2 2	—	—
British North American Colonies	256 13 3 21	0 4 0 21	1 17 0 0	61 12 1 24	- - -	320 7 2 10	—	—
British West Indies	389 19 0 27	0 0 2 0	0 3 1 2	26 19 3 27	- - -	417 3 0 0	—	—
Foreign West Indies	61 9 1 4	- - -	- - -	1 19 1 0	- - -	63 8 2 4	—	—
United States of America	358 9 2 27	- - -	0 9 0 0	189 7 1 10	- - -	548 6 0 9	- - -	0 1 0 23
Brazil	442 19 0 2	0 10 0 0	3 6 0 0	15 4 1 3	- - -	461 19 1 5	—	—
Mexico	1 0 1 11	- - -	0 3 1 4	1 0 2 4	- - -	2 4 0 19	—	—
Columbia	13 12 3 12	- - -	- - -	- - -	- - -	13 12 3 12	—	—
Chili	80 3 2 10	- - -	- - -	- - -	- - -	80 3 2 10	—	—
Peru	11 9 1 6	- - -	- - -	- - -	- - -	11 9 1 6	—	—
States of the Rio de La Plata	15 0 0 0	0 2 0 0	- - -	- - -	- - -	15 2 0 0	—	—
TOTAL	8,672 3 3 2	378 0 0 26	412 13 3 4	780 10 1 10	168 5 0 0	10,411 13 0 14	865 1 2 9	2 19 1 11

Inspector General's Office,
Custom House, London,
11 April 1835.

WILLIAM IRVING,
Inspector General of Imports and Exports.

LEAD AND LEAD ORE.

ACCOUNTS of the Quantities of LEAD, and LEAD ORE Imported and Exported, in the Years ending 5th January 1834, and 1835 respectively.

(*Mr. Pease.*)

Ordered, by The House of Commons, *to be Printed,*
13 *April* 1835.

158.

LIGHTHOUSES.

RETURN to an Order of the Honourable The House of Commons,
dated 13 April 1835;—*for*,

COPY of the OBSERVATIONS addressed to the LORDS of the TREASURY, by the CORPORATION of TRINITY HOUSE, on the REPORT of the SELECT COMMITTEE of The House of Commons on LIGHTHOUSES.

REPORT

Of the SELECT COMMITTEE of the Honourable The House of Commons, on the LIGHTHOUSES of the United Kingdom (Session 1834.)

THE following REMARKS are submitted to The Right Honourable the Lords Commissioners of His Majesty's Treasury, in accordance with their Lordships' desire to receive from The Elder Brethren of the Trinity House "any Observations which may appear to them to be deserving of their Lordships' attention upon the subject."

THE Inquiry and consequent deliberations of the Select Committee of The House of Commons, as appears by the recommendations contained in their Report, have terminated in a desire to establish certain beneficial practical results, which may be divided under two general heads; viz.

First,—Consolidation of Management, with a view to the attainment of,

Second,—Reduction and Equalization of Charges, and uniformity of System in the Management of the Light Establishments on the Coasts of the United Kingdom.

The means by which the Select Committee propose that those objects should be accomplished are as follow; viz.

First,—By the purchase, from Individuals now holding Lighthouses in England, Page 56.
of their Interests in the Revenues derived therefrom, whether enjoyed under

Leases from the Crown;
Leases from the Trinity House; or
In perpetuity by Royal Grants, and
Acts of Parliament.

Second,—The Transfer thereof, by such purchases, to a Central Board of Page 23.
Management in London. 56.
25.

Third,—The Transfer to such Central Board, of all the Public General Lights in 23.
Scotland and in Ireland. 56.

Fourth,—The Corporation of Trinity House of Deptford Strond to be that 24.
Central Board. 25.

The foregoing appear to the Elder Brethren to be the principal General Heads to which it is desirable, in the first place, to request their Lordships' attention; and after submitting some observations in relation thereto, they propose to notice the recommendations of the Committee, which apply rather to the practical results of the system of consolidation proposed to be established, than to the means of its accomplishment.

In adverting to the first proposition of the Select Committee, that measures should be taken for placing the whole of the Public General Lights in England under the management of the Trinity House, the Elder Brethren do not hesitate to offer the unqualified expression of their opinion, that the accomplishment of that measure would be attended with beneficial effects, not only to the maritime interests, but also to those of the Public at large; and they feel that this sentiment is in entire accordance with the Memorials and Representation formerly presented to the Government by the Corporation, in relation to the then expiring leases of the Winterton and Orford, the Dungeness and the Hunstanton Lights; and that they are justified in their expectation of such beneficial results from the benefits which have been actually consequent upon the transfer to them of the Lights at the Forelands; and previously thereto by the purchase of the interests of private individuals holding leases of the Flatholm, the Ferns and the Burnham Lights; and also by the general and great reduction of charges which have been from time to time, since the year 1822, effected by the Elder Brethren for other Lights belonging to the Trinity House, all of which are clearly set forth and recognized in the Report of the Select Committee. Page 27. App. No. 21.

Under this conviction, and with the intention of effecting those beneficial objects, the Trinity House is ready, with their Lordships' concurrence, to treat with the Lessees of the Crown for the purchase of the remaining terms of their respective tenures of the Lights at Orfordness and Wintertonness, at Dungeness, at Harwich, and at Hunstanton.

The Elder Brethren do not deem it necessary to advert, at this time, to the income derived from these Lights by His Majesty's Crown Land Revenue, further than to request their Lordships' attention to the observations upon that subject which are contained in the Report of the Select Committee of The House of Commons; and they have only further to observe, in respect of these Lights, that so far as the Trinity House is concerned, the purchases may be made forthwith, and without the intervention of Parliament. Page 46 et seq.

The Trinity House is in like manner ready to treat for the purchase of the remaining terms of the leases granted by this Corporation of the Smalls and Longships Lights, and also of the following, which are held in perpetuity under grants from the Crown and Acts of Parliament; viz. the Tynemouth, the Spurnshore and the Skerries; but in adverting to the interests of the Lessees in the Lights named under these two last heads, the Elder Brethren deem it necessary to request the especial consideration of their Lordships to the arrangement which it will be necessary to make in respect of the sums which the Lessees and Proprietors derive from payments out of the Consolidated Fund in lieu of duties which would be chargeable by them on foreign vessels, which, by Orders of His Majesty in Council, are exempted from payment of higher duties than British vessels. The like consideration is also required in respect of the payments made from that fund, on similar grounds, for the Crown Lights at Harwich and Hunstanton. Those payments are at this time charges upon the public revenue of the country, and the Elder Brethren submit, therefore, that the necessary funds for purchasing that portion of the interests of the Lessees and Proprietors should be provided by Government from the same source. In effecting the whole of these purchases, the Trinity House would proceed under the authority vested in them by the Act 3 Geo. IV. c. 111. s. 4; and the further authority of Parliament would not be requisite, unless it should be found necessary to compel the sales, or that the exorbitant demands of the Lessees or Proprietors should require the intervention of juries to assess the value of their respective interests. Page 19.

Upon that part of the Report of the Select Committee of The House of Commons which recommends the transfer of the Public General Lights in Scotland and in Ireland to the Trinity House, the Elder Brethren do not deem it necessary to offer an opinion; but they beg to observe that the measure, in its accomplishment, would involve a large accession of arduous, important and responsible duty upon the Corporation, requiring, in its efficient execution, active personal exertions in distant parts of the Kingdom, far beyond the limits within which the public duties of the Elder Brethren have hitherto, excepting on very rare occasions, been exercised. They are, therefore, far from seeking, or even desiring, this proposed extension of their jurisdiction; but they are nevertheless anxious that their Lordships should distinctly understand, that if His Majesty's Government, and the Legislature should concur in the opinion expressed upon this subject in the Report of the Select Committee, the Elder Brethren are prepared to undertake the Page 25.

the charge of the Lighthouses in those parts of the United Kingdom, and with an earnest and zealous determination, on their part, to promote, as far as practicable, the accomplishment of the public objects contemplated by the Committee.

It may be proper to remark, that these Lights being now managed by Commissioners or Trustees, under different Acts of Parliament, their transfer to the Trinity House cannot be effected without legislative enactment.

Having thus submitted the observations which present themselves in relation to the recommendations of the Select Committee of the House of Commons, as they apply to the means of accomplishing the objects stated in their Report, the Elder Brethren proceed to lay before their Lordships the following remarks upon the consequent measures which that Committee have pointed out, as advisable for adoption, in carrying those objects into effect.

In considering these recommendations it may be useful to class them under three heads; viz.

First,—Reduction and Equalization of Dues. Page 27.

Second,—Reduction of Charges of Collection and Maintenance. 14. 30.

Third,—Miscellaneous.

The Elder Brethren beg to observe, in relation to the first head, viz. Reduction and Equalization of Dues, that the proposition for any further material reduction of duties on the part of the Trinity House, can only be entertained in connexion with the transfer of all the public general Lights in England to that Corporation. Should that measure be effected, the Elder Brethren are of opinion, that very considerable reduction may *ultimately* be made in the amount collected from Shipping for Light Dues, and that in any Bill which it may be found necessary to bring under the consideration of Parliament, for the purpose of effecting any of the other objects recommended by the Select Committee, no further provision will be required in relation to those reductions, than to extend the authority vested in His Majesty in Council, by the 4th Section of the Act 3 Geo. IV. c. 111, so far as to legalize any regulations, in respect to the Rates of Light or other dues, which are now or may hereafter become payable to the Trinity House, and which having been submitted by that Corporation to His Majesty in Council, shall, after due consideration and inquiry, have been judged well calculated to accomplish, in their general results, the desired objects of reduction and equalization of charge. Page 27.

Upon the second head—of Reduction of Charges of Collection and Maintenance—the Elder Brethren do not deem it necessary to occupy their Lordships' time, further than to express the assurance of their earnest desire to accomplish, to the fullest extent, such reductions as may be, in their judgment, consistent with the more important consideration of efficiency in the public establishments entrusted to them. But they deem it right to express also their dissent from the observations of the Select Committee, as they apply to the rate of Commission which it may be proper to allow their Collectors of Duties; although they entertain a confident expectation, that upon the transfer of all the English Lights to the Trinity House, and the adoption of certain regulations in respect to the collections which the Elder Brethren consider they may be enabled to establish, the business of the collection will be so materially simplified, that the average rate of commission upon the aggregate amount collected may be reduced to five per cent., or less. Page 14. 30.

Under the third head, viz. "Miscellaneous," the Elder Brethren would class the following subjects, which are mentioned in the Report of the Select Committee; viz.

First,—The transfer of the Lights at Heligoland and Bembridge to the Trinity House, with a view to their maintenance at the charge of that body. Page 8.

Second,—The general supervision or control of all Harbour or Local Lights. 26.

Third,—The construction of Tables of Duties for the information of Owners, Masters of Vessels and other Persons. 28.

Fourth,—The production to Parliament of an Annual Report, accompanied by detailed Accounts. 26.

Page 11 et seq. Fifth,—The discontinuance of Grants of Pensions to poor Mariners, their Widows and Orphans, out of the surplus Light Dues.

Page 26. Sixth,—The Regulations for the admission of Younger and Elder Brethren.

8. Upon the first point, the Elder Brethren would observe, that the Light Vessel at Bembridge was originally established during the late war, for the advantage and security of His Majesty's vessels entering or departing from Spithead, and it still continues to be more particularly useful for His Majesty's service; it has therefore been hitherto maintained by Government, without charge upon the commercial shipping. The expense of maintaining the Light at Heligoland has also been in part defrayed by Government out of the public revenue; but a toll for this Light is collected at Hamburgh, Bremen and Heligoland, exclusively from English vessels trading to those ports. Should His Majesty's Government be pleased to sanction the proposed measures, for placing the whole of the public general Lights in England under the Trinity House, the Elder Brethren will not object to accept the transfer of the Light at Bembridge, and will undertake the charge of maintaining the same out of the revenues derived from the Lights generally; but they consider that the like transfer of the Light at Heligoland, should be accompanied by an adequate and well-secured revenue for its maintenance. The toll of 1*d.* per ton, now collected from British vessels on entering or departing from Hamburgh or Bremen, does not produce a sufficient revenue for the purpose, and they beg to suggest to their Lordships' serious consideration the propriety of taking such steps as may appear to them advisable, for augmenting the receipts, either by obtaining the consent of the Foreign Governments having jurisdiction in the Elbe and Weser, to the collection of the dues from all vessels, whether British or of other countries, or if that cannot be accomplished, by authorizing the collection of the above-mentioned rates in the Ports of England, on all vessels bound to or from Ports within or contiguous to the entrance of those rivers. Attempts have been on former occasions, and particularly in the years 1819 and 1820, unsuccessfully made to induce the Senates of Hamburgh and Bremen to permit the collection of the dues for that Light, for Foreign as well as British vessels; and it is important to observe, that by the present system, a local charge is imposed upon British vessels trading to those Ports, to which Foreign vessels, equally participating in the benefits afforded by the Light, and equally interested in its efficiency, are not subjected. It is submitted, therefore, that the dues collected in the Elbe and Weser should either be payable by all vessels, whether British or Foreign, or that the collection thereat, from British vessels only, should be limited to such as arrive from or depart for Ports or places not in the United Kingdom. If the collection was made in British Ports, a material reduction in the charge for collection would result, the commission now paid for the Continental receipt being 20 per cent. Should the alterations now suggested be in either case adopted, the revenue would most probably be so augmented as to be commensurate to the charge of maintaining the Light.

Page 26. Upon the second point of general supervision over all local or harbour Lights, the Elder Brethren have only to submit their opinion, that a general controlling authority, in respect of the mode of exhibiting those lights, would be desirable, and they will not object to undertake that duty, should it be thought advisable to vest the necessary authority in the Corporation.

Page 28. The construction of Tables of Duties, to be made public for the information of all persons interested in their payment, is a measure which this Board entirely approves, and considerable progress has been made in their formation, but they must necessarily be very imperfect, so long as the proprietary of the Tolls continues to be divided.

Page 26. On the fourth suggestion of the Select Committee, that an Annual Report with detailed accounts should be laid before Parliament, the Elder Brethren deem it proper in them to observe that, by the terms of their charter, as well as by those of the patents for Light Dues, they hold the Revenues of the Corporation "without account;" but it is not their wish to press that point upon their Lordships' consideration. The Trinity House has no transactions which require concealment, and the Elder Brethren are quite willing to accede to any arrangement which may be deemed reasonable in this respect.

Page 11 et seq. The fifth subject, viz. The proposed discontinuance of grants of pensions to poor mariners, their widows and orphans, out of the surplus Light Dues, claims the especial consideration of this Corporation, and they beg to solicit their Lordships'

Lordships' particular attention to it. The grant of small pensions to those classes of persons, has, at all times, been a prominent feature in the transactions of the Trinity House; and "the relief of the poor mariners, their widows and orphans," is expressly stated in the last charter of incorporation by James the Second, to be one of the especial objects of the institution. The opinion which the Elder Brethren have always entertained of the legality of the appropriation of their surplus revenues from Light Dues, to that laudable purpose, has been confirmed by the opinion of eminent Counsel, and in the early Patents granted to the Trinity House for Light Dues, that application was expressly enjoined. A more appropriate disposal of those monies cannot be conceived, and while the Elder Brethren know, that in this matter, they have proceeded in strict accordance with the intention of the Charter, while they are assured that they are legally correct in having so done, and while they feel that from considerations of humanity, it is important that their means of charity should not be curtailed, they feel it imperative upon them respectfully, but strongly, to protest against the adoption of any measures tending to effect the recommendations of the Committee in that respect. The terms of the fourth section of the Act 3 Geo. IV. c. 111, provide that the reduction of the Light Duties may be effected so far only "as may be consistent with the charitable and other uses, purposes and intents for which the said Corporation has been established and maintained," and the Elder Brethren confidently trust that their Lordships will concur in the propriety of that limitation.
The Committee in their Report state, that "the General Ship Owners' Society in Page 12.
London, and the Chamber of Commerce in Greenock, and others, object to such large sums being applied to charity." The Elder Brethren presume that this statement as it regards the Ship Owners' Society in London, is founded upon the letter from their Chairman, published in the Appendix; but that letter states only
that the right of the Trinity House to make this appropriation "should be accu- App. 225.
rately ascertained," "distinctly defined," and "strictly limited to such amount, and to such objects, as may appear to be sanctioned by law." This objection of the Committee of the Ship Owners' Society (if it can properly be termed an objection) has been already met by the previous observations, showing that the charitable appropriation of the surplus Light Duties is *legally* justifiable. In the year 1822, Sir Robert Gifford and Sir John Copley, His Majesty's then Attorney and Solicitor General, gave their opinion upon this subject in the following words: "We are of opinion that the Corporation of Trinity House are authorized to apply the surplus revenues, arising from Light Duties, to the charitable purposes of the Corporation." In respect of the objections of the Chamber of Commerce of Greenock, it may be sufficient to remark, that since the month of August last year, the number of petitions for the pension, which have been received from individuals, residing in and near that town, is not less than 450; and of these, many are greatly advanced in years, or otherwise suffering in a manner which renders them especial objects of commiseration. The great source from which the charitable funds of the Trinity House are supplied is so generally known, that every Ship Owner, when subscribing the usual application for the establishment of a Light in any particular situation, and signifying his consent to contribute the specified Toll for its maintenance, is well aware that the surplus revenue, if any, will be so applicable; and the Elder Brethren entertain the fullest conviction, that the sentiments of the Ship Owners generally throughout the kingdom, upon this point, are at variance with those expressed in the Report of the Committee. In addition to these considerations, the Elder Brethren deem it necessary to endeavour to impress upon their Lordships' attention that the charity of the Trinity House is granted only to those who having served the Ship Owner during many years, have, either in their own persons, or in those of their widows and orphans, fallen into misery and decay; that the number of individuals strictly coming within that description, who now receive pensions from the Trinity House, is upwards of 8,750; and that the number of men and women, exclusive of children, who at this time seek to obtain that pension, is upwards of 3,600. Under these circumstances, the Elder Brethren, far from feeling any disposition to consent to measures which would diminish the charitable means of the Corporation, would rejoice if the possession of more ample surplus funds enabled them to afford relief to a larger number of their poor petitioners.

Upon the sixth and last subject of the foregoing division, viz. "The Regula- Page 26.
tions for the admission of Younger and Elder Brethren" into the Corporation, the Elder Brethren beg to observe, that while they have felt it an imperative duty

on them, in the consideration of this subject, to preserve inviolate the constitution of the Corporation as established by Charter, and handed down to them by their predecessors, they have been alike actuated by a desire to meet the views of the Committee of the House of Commons, so far as it appeared to them advisable to do so, and they have accordingly gone into a revision of the Regulations, and have made such alterations therein as will, they trust, be found at once consistent with the former, and adapted to accomplish all that can be beneficially sought for by the latter.

In respect of the following subjects, to which the Report of the Select Committee adverts; viz.

Page 28. That Light Dues on Coasting Vessels should be collected at the Port of delivery;

28. That all over-sea Trading Vessels in ballast should be exempt from any charge for Light Dues;

29. That Foreign Traders should pay a higher rate of Duty than Coasting Vessels; and that the rate for Floating should be greater than for Land Lights; also,

30. That the Light Dues on Steam Vessels should be modified;

the Elder Brethren have only to observe, that such of those suggestions as it may hereafter (should the proposed transfers take effect) be deemed advisable to adopt, either in an extended or limited manner, may be effected by the regulating authority, which, in a previous part of these observations, they have submitted, with all deference to their Lordships, may properly be vested, in the manner before stated, in His Majesty in Council.

The authority which the Elder Brethren possess by the Act of 3 Geo. IV. c. 111. to reduce or abolish duties payable to them with the consent of The King in Council, has enabled them to take measures, in relation to the recommendations of the Select Committee, that vessels putting into port by stress of weather, and vessels employed in catching fish, should be exempt from payment of Light Duties, and the propositions which have been submitted to The King in Council by direction of the Elder Brethren, in accordance therewith, having received His Majesty's Royal Assent and Confirmation, those exemptions (so far as they relate to duties payable to the Trinity House, and which will apply also to the deviation of vessels from their proper course by reason of stress of weather) will take effect from and after the 31st March next.

The Elder Brethren have not deemed it necessary at present to take any measures consequent upon that part of the Select Committee's Report which relates to Compositions for Light Dues in respect of certain vessels. Should it hereafter be deemed advisable to act upon that suggestion, the Corporation has power to do so, with the consent of The King in Council, under the Act 3 Geo. IV. c. 111. before referred to.

The Elder Brethren have caused a Letter to be addressed to the Manager of the Bills of Entry Office at the Custom House, with the view of obtaining a reduction of the charge made for information furnished to the Trinity House by that Office; but they have not been favoured with a reply to their representation.

The Elder Brethren are unwilling to trespass further upon their Lordships' time, but they cannot conclude without offering a few observations on the subject of improvements in the mode of illuminating Lighthouses, and without assuring their Lordships, that they are deeply impressed with a due sense of its importance. They beg to remark, that the introduction of the present very excellent method of Argand lamps and parabolic reflectors, is entirely attributable to the experiments made by and under the direction of this Board, in the year 1788. Subsequently thereto, various improvements have been made in the apparatus then introduced; and the Elder Brethren have, at all times, been ready to receive suggestions for farther improvements; and with the view of providing effectual means of ascertaining the practical results of the various modes which might be suggested, an experimental Lighthouse was set up by the Trinity House upon high ground near Purfleet, whereby opportunities are afforded for observing the effect of the lights therein exhibited from the Trinity Buoy Wharf, at Blackwall, a distance of 11 miles; and at this time a large room for the purpose of conducting experiments, and which it is believed will be found well adapted to that object, is now constructing at the Trinity House. The utmost facilities will be afforded therein for the trial and exhibition of any suggested methods which may appear

appear likely to attain the object of improvement, in connexion with the great and paramount considerations of security and undeviating certainty. Independent of the experiments which have been made by Lieutenant Drummond, at the instance and charge of this Board, in relation to the oxy-hydrogen lime light, other scientific individuals are at this time pursuing, with the sanction and assistance, and in a great measure at the charge of the Trinity House, experiments for rendering that light applicable to the illumination of Lighthouses; but up to this moment, no method has been submitted to the Elder Brethren, which could, in their judgment, justify its adoption for that purpose. It is the intention of the Trinity House to exhibit the new light upon the Start, according to the mode in use in France, and orders have been given for the manufacture of the necessary apparatus for a dioptric revolving light of the first order, similar to that at Cadnan. This new light will be exhibited early in the ensuing Autumn.

In conclusion, the Elder Brethren beg respectfully to express their hope that their Lordships will regard the variety and importance of the subjects which are embraced in the Report of the Select Committee, as furnishing a sufficient apology for the length to which the foregoing Observations have extended.

Trinity House, London,
28 February 1835.
(signed) *J. Herbert*,
Secretary.

The above is a true copy.

Trinity House,
16 April 1835.
J. Herbert,
Secretary.

LIGHTHOUSES.

COPY of OBSERVATIONS addressed to the Lords of the Treasury by the Corporation of Trinity House, on the Report of the Select Committee of The House of Commons.

(*Sir Thomas Fremantle.*)

Ordered, by The House of Commons, *to be Printed,*
13 *April* 1835.

164.

NORTHERN LIGHTHOUSES.

ABSTRACT of the Accompts of the Commissioners of the Northern Lighthouses, for the Year ending 30 June 1835.

RECEIPTS:

	£.	s.	d.
Net Amount of the Duties for the support of the Lights for the year to 30 June 1835	34,884	10	1
Rent of a stable, &c. behind the office	18	–	–
Total Receipts - - - £.	34,902	10	1

EXPENDITURE:

	£.	s.	d.
On the shipping establishment	2,343	19	1
Charities and pensions to superannuated keepers, &c.	240	7	–
Salaries to the engineer, secretary, cashier and accountant	1,320	–	–
Ditto - to the superintendent lightkeeper, clerk of works, storekeeper, engineer's clerk, officer, housekeeper and porter	660	10	–
Salaries to the lightkeepers	2,274	11	–
Rents and feu-duties of the ground for the lighthouses	282	19	10
Expenses of the office	137	11	7
Commission and postages charged by bankers	102	7	6
Oil for the lights	4,909	8	–
Bill for the annual dinner of the commissioners, no other expenses being incurred by them at their numerous meetings	69	10	–
Ordinary repairs on the lighthouses, buoys and beacons, stores and miscellaneous expenses	5,426	11	–
Sum - - - - £.	17,767	15	–
Interest on 30,000*l.* loan from Government	1,500	–	–
Ditto - on advances by bankers	567	2	1
Expenditure on new works; viz.			
Lismore	105	15	–
Girdleness	44	4	–
Barrahead	60	8	–
Pentland Skerries	617	11	11
Survey of Skerrievore	97	5	2
Inchkeith, for lens apparatus	171	1	5
Expenditure on experiments	329	7	5
Expense of apparatus ordered at Paris by the clerk of works, on the authority of the Board	121	9	3
Ditto - of printing report, relative to the French lights, by the clerk of works, and engraving plates	57	1	4
Total Expenditure - - - £.	21,439	–	7
Add Balance super-expended at 30 June 1834	20,338	18	8
Sum - - - -	41,777	19	3
Deduct Amount of Receipts, as before	34,902	10	1
Balance super-expended - - - £.	6,875	9	2

Which has been advanced by Bankers.

Edinburgh, 14th July 1835.—We, a quorum of the Commissioners of the Northern Lighthouses, do hereby certify, That what is contained on this page is a just and true abstract of the accompts of the Commissioners for the year ending 30 June last.

James L'Amy, Sheriff of Forfarshire.
Andrew Murray, Sheriff of Aberdeenshire.
J. A. Maconochie, Sheriff of Orkney and Zetland.
Robert Bruce, Sheriff of Argyll.
Robert Thomson, Sheriff of Caithness-shire.

NORTHERN LIGHTHOUSES.

ABSTRACT

Of the Accompts of the Commissioners of the Northern Lighthouses, for the Year ending 30 June 1835.

Ordered, by The House of Commons, *to be Printed,*
31 *July* 1835.

459.

MALT DUTY.

RETURN to an Order of The Honourable House of Commons,
dated 26th February 1835;—*for*,

1.—A RETURN of the NUMBER of PROSECUTIONS under the MALT LAWS in each of the Three Kingdoms, in each of the last Four Years.

2.—A RETURN of the TOTAL NUMBER of MALTSTERS in *England, Scotland* and *Ireland* respectively.

3.—A RETURN of the TOTAL NUMBER of, and EXPENSES of the OFFICERS employed in the Collection of the MALT DUTY, and of the TOLAL AMOUNT of SAVING which could be effected in the event of the Repeal of that Duty.

—1.—

A RETURN of the NUMBER of PROSECUTIONS under the MALT LAWS in each of the Three Kingdoms, in each of the last Four Years.

YEARS ended 5th January.	Number of Prosecutions under the Malt Laws in										TOTAL Number of Prosecutions, United Kingdom.
	ENGLAND.				SCOTLAND.			IRELAND.			
	In the Summary Court before the Commissioners of Excise.	Before Magistrates.	Before the Court of Exchequer.	TOTAL.	Before Magistrates.	Before the Court of Exchequer.	TOTAL.	Before Magistrates.	Before the Court of Exchequer.	TOTAL.	
1832	2	169	39	210	337	7	344	38	18	56	610
1833	- -	205	44	249	390	13	403	23	13	36	688
1834	- -	165	42	207	418	7	425	29	29	58	690
1835	- -	179	59	238	384	1	385	28	33	61	684

Excise Office, London,
7 March 1835.

G. A. Cottrell,
First Gen^l Acc^t.

—2.—

A RETURN of the TOTAL NUMBER of MALTSTERS in *England, Scotland* and *Ireland* respectively.

	Number.
ENGLAND - - - - - - - - -	12,503
SCOTLAND - - - - - - - - -	1,139
IRELAND - - - - - - - - - -	383
The UNITED KINGDOM - - - -	14,025

Excise Office, London,
7 March 1835.

G. A. Cottrell,
First Gen^l Acc^t.

—3.—

A RETURN of the TOTAL NUMBER of and EXPENSES of the OFFICERS employed in the Collection of the MALT DUTY, and of the TOTAL AMOUNT of SAVING which could be effected in the event of the Repeal of that Duty.

No separate Return of the Number and Expenses of the Officers employed in the collection of the Malt Duty can be given, as the Surveys are so arranged as to comprehend the charging of Duty under several heads; and with regard to the possible saving to be effected in the event of the repeal of the Malt Duty, no Estimate on this subject can be relied on as altogether correct.

In order, however, to comply with the terms of the Order as closely as possible, an Estimate has been attempted; and supposing that the Survey on Brewers (which is continued as a protection to the Malt Duty), were at the same time wholly abandoned, the repeal of the Malt Duty *might possibly* admit of the discontinuance of

107 Supervisors	at £. 200	£. 21,400
1,250 Officers	at 100	125,000
		£. 146,400

by enlarging the remaining Districts and Rides, making a saving in Salaries of £. 146,000 per annum; but as this increased size of the remaining Districts, &c. would necessarily very largely increase the Expenses of the Supervisors, some corresponding extra allowance would be called for, which would go to diminish the amount of saving obtained from the discontinuance of Salaries.

It is to be observed, that the immediate saving would not amount to the above sum, as an allowance of Half-pay to the Officers dropped, must be granted to them until they could be absorbed into the other Branches of the Service as vacancies occur.

The Half-pay would amount to - - - - - - £. 73,200

Excise Office, London,
7 March 1835.

G. A. Cottrell,
First Gen^l Acc^t.

MALT DUTY.

RETURNS of the Number of PROSECUTIONS under the MALT LAWS; of the TOTAL NUMBER and EXPENSES of the OFFICERS employed in the Collection of the MALT DUTY; and, of the TOTAL NUMBER of MALTSTERS in *England*, *Scotland* and *Ireland*, respectively.

(*Mr. Charles Shaw Lefevre.*)

Ordered, by The House of Commons, *to be Printed,*
10 *March* 1835.

29.

MALT.

AN ACCOUNT of the Number of Bushels of Malt consumed by Common Brewers, in each of the Three Years ending January 1834; distinguishing the Quantities separately consumed in *England, Scotland* and *Ireland.*

	YEARS ENDED FIFTH JANUARY		
—	1832.	1833.	1834.
	Bushels.	*Bushels.*	*Bushels.*
England - - - -	14,176,309	13,832,851	14,443,391
Scotland - - - -	818,208	885,038	934,390
Ireland - - - -	1,493,392	1,543,265	1,683,285
The United Kingdom -	16,487,909	16,261,154	17,061,066

Excise Office, London,
28 March 1835.

G. A. Cottrell,
First Gen^l Acc^t.

MALT.

AN ACCOUNT of the Number of BUSHELS OF MALT consumed by Common Brewers, in each of the Three Years ending January 1834.

(*Mr. Charles Barclay.*)

Ordered, by The House of Commons, *to be Printed,*
3 *April* 1835.

122.

MALT.

—(1.)—

AN ACCOUNT of the Number of Quarters of MALT used in DISTILLATION, in each Kingdom, in each Year from 10 October 1832 to 10 October 1834.

	YEARS ENDED 10 OCTOBER	
	1833.	1834.
	Quarters.	*Quarters.*
ENGLAND	19,978	22,445
SCOTLAND	369,029	390,320
IRELAND	89,612	85,528
UNITED KINGDOM	478,619	498,293

Excise Office, London,
16 May 1835.

G. A. Cottrell,
First General Accountant.

—(2.)—

AN ACCOUNT of the Total Quarters of MALT made, and Total DUTY charged thereon, with the Rates of Duty in each Kingdom, in the Year ending 10 October 1834; distinguishing the Quantity made in *Scotland* and *Ireland* from Bere or Bigg.

YEAR ended 10th October	ENGLAND.			SCOTLAND.					
	Number Quarters Malt.	Rate per Quarter.	Amount of Duty.	Number Quarters Malt from Barley.	Rate per Quarter.	Number Quarters Malt from Bere or Bigg.	Rate per Quarter.	Total Quarters Malt.	Amount of Duty.
		s. d.	*£. s. d.*		*s. d.*		*s.*		*£. s. d.*
1834	4,194,965 1/8	20 8	4,334,797 5 11	440,323 3/8	20 8	113,201 1/8	16	553,524 4/8	545,561 14 5

IRELAND.						THE UNITED KINGDOM.		YEAR ended 10th October
Number Quarters Malt from Barley.	Rate per Quarter.	Number Quarters Malt from Bere or Bigg.	Rate per Quarter.	Total Quarters Malt.	Amount of Duty.	Total Quarters Malt.	Total Amount of Duty.	
	s. d.		*s.*		*£. s. d.*		*£. s. d.*	
220,175 4/8	20 8	51,726 7/8	16	271,902 3/8	268,896 3 8	5,020,392	5,149,255 4 –	1834

Excise Office, London,
16 May 1835.

G. A. Cottrell,
First General Accountant.

MALT.

ACCOUNT of the Number of Quarters used in Distillation, 1832–1834; also, Quantity made, and Duty charged thereon, in 1834.

(Mr. Hume.)

Ordered, by The House of Commons, *to be Printed,*
25 *May* 1835.

237.

MERCHANT SEAMEN (FOREIGN PORTS.)

RETURN to an ADDRESS to HIS MAJESTY, dated 18 May 1835;—*for*,

COPIES or EXTRACTS of DESPATCHES addressed to the Admiralty, or the Secretary of State for Foreign Affairs, by HIS MAJESTY'S CONSULS Abroad, since the Year 1830 to the present time, containing COMPLAINTS of the DISCHARGE of BRITISH SEAMEN by the MASTERS of British Merchant Vessels in FOREIGN PORTS.

Mr. *Hesketh*, Consul at *Rio de Janeiro*, to the Foreign Office.

Sir, Rio de Janeiro, November 7, 1832.

I HAVE the honour to make the following statement for the information of Lord Viscount Palmerston.

The British schooner, Exquisite, Adam Killock, master, arrived at this port on the 18th October, touching here for water, being on her return to London after a fishing voyage on the coast of Patagonia. The ship's articles were different from those generally used; amongst other points of difference, the crew, instead of wages, had a stipulated share of the net proceeds of the cargo after its arrival at London.

On the 24th instant, the captain reported at this office the improper conduct of John Brown, the second mate on board the Exquisite, and solicited assistance to punish him, supporting his charges with affidavits from two of the crew, copies of which I enclose.

John Brown was consequently put into confinement as a punishment on the 24th ultimo, and on the 27th, the day previous to the departure of the Exquisite, I gave an order to release John Brown, and desired the master to take him on board. The master had only, as was customary, to apply at the gaol for the man, but he neglected to do so, and the Exquisite sailed in the morning of the 28th October, and John Brown was left in confinement. The master, Adam Killock, took a certificate I granted, supposing that he would, as he promised, take the man he had punished. I enclose a copy of the certificate.

I now send John Brown on board His Majesty's packet, Camden, giving a certificate that he is a distressed British subject, requiring a passage home.

The master of the Exquisite has had sufficient and just reason to complain of the behaviour of John Brown, and was desirous to leave him in the port, to which I objected, pointing out that it was a direct infringement of the statutes 11 & 12 Will. 3, c. 7, and 58 Geo. 3, c. 38.

This advice, and my solicitations to take on board John Brown, have been disregarded; and I therefore conceive that it is a case which ought to meet the penalties of the law, and be made a beneficial example, to deter the masters of merchant vessels from the too frequent practice of leaving seamen in this port, which has proved an endless source of trouble to this office, and misery to the seamen.

I have, &c.

(signed) *Robert Hesketh*, Consul.

Mr. *Parkinson*, Consul at *Bahia*, to the Admiralty.

Sir, British Consulate, Bahia, 15 January 1833.

I HAVE the honour to transmit to you the enclosed copy of an affidavit, sworn before me by William Antrobus Fullarton, a distressed British mariner, showing that William Kelso, master of the brig Terra Nova, of Greenock, being bound from Bahia to a British port, was required by me to receive on board the vessel, under his command, the above-named William Antrobus Fullarton, for a passage and subsistence during the voyage, and that he refused so to do, in breach of the enactment, s. 82, Act 11 Geo. 4, c. 20.

The consequence of this refusal is, that William Antrobus Fullarton remains burthensome to the service in this Consulate. I am sorry to add, that I learn, from an authentic source, that Mr. William Kelso had openly avowed his determination not to take the man.

Under these circumstances, and in order to check such proceedings, I feel it my duty to transmit this my report, which I entrust for delivery to William Antrobus Fullarton, the witness in the case.

I have, &c.
John Parkinson, Consul.

To the Secretary of the Admiralty,
&c. &c. &c. London,

William Antrobus Fullarton, late master of the ship Meredith, which was wrecked and totally lost on the coast of New Zealand, on or about the 13th day of July last, solemnly makes oath that he arrived here as a passenger in the ship Rubicon, which vessel proceeded to sea without him the deponent, who was then indisposed ashore, and unable to join, whereby he was left totally destitute in this country. That he sought and obtained temporary relief from His Majesty's Consul, who moreover gave him a consular order, signed and sealed, directing William Kelso, the master of the brig Terra Nova, of and belonging to Greenock, and then bound to a British port, to receive him the deponent on board for conveyance to England as a distressed British mariner, according to the statute in such case made and provided; that on the 9th instant he repaired on board the said brig Terra Nova, and delivered the order aforesaid to the chief officer, who received it on behalf of the master then ashore; that the same master, William Kelso, came aboard about 2 A.M. of the 19th instant, and about three hours after he the deponent was ordered and forced to leave the vessel, contrary to his inclination; whereupon, in positive disregard of the Consul's order, he was conveyed by the Terra Nova's boat, and put on board of the British brig Sylph, at anchor in this port, and wilfully left behind.

(signed) *W. A. Fullarton.*

Sworn before me at Bahia, this 15th day of January 1833.

(signed) *John Parkinson*, Consul.

I, John Parkinson, Esq., His Majesty's Consul in the province of Bahia, hereby certify, that the foregoing is a true and faithful copy of an affidavit sworn before me.

Given under my hand and seal of office at Bahia,
this 2d day of February 1833.

John Parkinson, Consul.

Mr. *White*, Consul at *Valparaiso*, to the Foreign Office.

Sir, Valparaiso, 19 June 1833.

I HAVE the honour to enclose the declarations of a British seaman, named John Wise, who had been very ill-used, and left on shore in Valparaiso in a state of sickness and distress, by Paul Vionnée, master of the British brig Maria Cecilia, of Shoreham, William Laybourne or James Britton Bally, owner.

Though I represented to Paul Vionnée the justice of paying the balance of wages due to John Wise, for his services on board the Maria Cecilia, he refused to do it; consequently the deplorable state of sickness, poverty and distress of Wise called for the support of His Majesty's Consulate, which he received from the 19th April to the 19th June 1833.

Conceiving that the reckless conduct of the master towards Wise ought to be submitted to the consideration of His Majesty's Government, I have herewith enclosed his declaration, to be used as it may be deemed proper by it.

I have, &c.

(signed) *John White*,
Acting Consul-general.

John Bidwell, Esq.

James Britton Bally, owner of the Maria Cecilia, of Shoreham, 164 tons, Paul Vionnée, of Guernsey, master.

John Wise, seaman, shipped at Cadiz by order of the owner, William Laybourne, on the 21st December 1831, and was sent on shore sick and distressed at Conchagua, and taken on board at Riclego, about 8th December 1832, and was brought to Valparaiso in the Maria Cecilia, in a state of sickness, and sent for cure on shore by order of the Consul at Valparaiso, on the 19th February 1833. The said master has refused to pay him his balance of wages, declaring that he was not entitled to any, on account of his being so long sick, and he the said master being obliged to do the duty of the said John Wise.

(signed) *John Wise*,
Late seaman of the Maria Cecilia.

The above written declaration was made at the British Consulate at Valparaiso, before me, on the 19th day of February 1833.

(signed) *John White*,
His Britannic Majesty's Acting Consul-general.

John Wise, shipped as second mate on board the Maria Cecilia, Paul Vionnée master, the 21st day of December 1831, bound from Cadiz to Conchagua, South America. On the 20th February I was taken with pains in my limbs, so that by the middle of March I was forced to keep my bed. I laid in that state four days without anything to sustain nature, by the master's orders; at length by entreaty the steward gave me at times, without the master's knowledge. The middle of May I was ordered out of the cabin forward, by the master, and he ordered the people not to do anything for me, on pain of his displeasure, which obliged me to lay upon deck. We arrived at Conchagua the beginning of June; he never offered me any medical assistance, but took me away to sea again. I was from the beginning of June up to the 22d July, when we arrived at Conchagua again; the use of my limbs was entirely gone. I begged of the master to do something for me, and not let me lay about the decks like a dog to die; he then put me on shore to lodgings, and gave me 18 dol. 2 rivee, and left me there. I was on shore until October, when I was sent by the commandant of Conchagua to Royal Echo, to join the vessel. The master would not take me on board, nor pay my wages, until compelled; he paid my expenses, which was 57 dollars, and I joined the vessel again. I done my duty as far as in my power lay, until latter end of January, when the pain put me past duty again. The master then ordered my provision to be stopped; I was seven days without anything being given me from the ship, when he ordered me my allowance again. On the 17th of February we arrived at Valparaiso; the 19th I came to the hospital, 1833. I received 10 dollars advance at Cadiz.

December 21, 1831, R.	*dol.*	10	–
July 23, 1832, R.		18	2 *r.*
October – 1832		57	–

(signed) *John Wise*.

Mr. *Hunt*, Consul at *Archangel*, to the Admiralty.

Sir, British Consulate, Archangel, 22 July 1833.

I HAVE the honour to inform you that Thomas Lindsay, master of the ship Jessie Easson, of Dundee, has quitted this port for England (port of destination not known here), leaving behind him one of his sailors, on the plea of his inability from sickness to go to sea, without giving notice to me of his intention to do so, without medical certificate of the inability, without paying for the medical attendance given the sailor up to the time of the vessel's leaving this port, and without handing me an account of the wages due to the sailor; although, as regards the latter infringement of the Act 58 Geo. 3, c. 38, he has left in the hands of a person here 1 *l.* 5 *s.* to be given to the sailor in question. I have to inform you that I sent home by the Carmarthen and the Malvina, as passengers, Robert White and Edward Watson, English sailors who have been in the hospital here.

I have, &c.

Th. Carew Hunt,
His Britannic Majesty's Consul.

To the Hon. John Barrow,
H. M. Sec. to the Admiralty.

Mr. *White*, Consul at *Valparaiso*, to the Foreign Office.

Sir, British Consulate, Valparaiso, 11 Sept. 1833.

THE enclosed affidavit of Thomas Jackson, late one of the crew of the John Brookes, British merchant vessel of Liverpool, Patrick Adams master, warrants me, I presume, in submitting it to your consideration, in order to recover the expenses to which His Majesty's Government has been put by his cure, maintenance, and passage to England in the brig Heyworth, as a distressed British seaman, and to prevent the occurrence in future of such treatment to their seamen by masters of merchant vessels.

I have, &c.

(signed) *John White.*
Acting Consul-general.

John Bidwell, Esq.
&c. &c. &c.

Thomas Jackson, late one of the crew of the John Brookes, British brig, belonging to the port of Liverpool, and of which Patrick Adams is master, appeared personally before me, John White, His Britannic Majesty's Acting Consul-general for Chile, and voluntary made oath and saith, that on the 30th of August 1833, he, the deponent, in consequence of some dispute between him and the said Patrick Adams, while the above vessel was getting under weigh to depart from Valparaiso to the port of London, the said master sent on shore to request that the captain of the port of Valparaiso would immediately go on board the before-mentioned brig; that when the captain of the port came on board, the said Patrick Adams pointed the deponent out to the captain of the port, telling him that he, the deponent, was the fellow who said that he would take his life, upon which the deponent replied that it was false; that the boatmen of the captain of the port took hold of the deponent to put him into a boat alongside the said brig, and as he did not wish to go on shore, as the said vessel was bound to England, and the said master was indebted to him a certain amount of wages for 10 months and several days' service on board of her, the captain of the port and the boatmen acting under his authority commenced beating him with cutlasses, while he clung to the spars to prevent his being forced into the boat; that, in order to oblige the deponent to quit his hold of the spars, the captain of the port beat the deponent repeatedly over the head with a cutlass, and so wounded him that he became quite stunned, helpless and sick, the cutlass being bent by the force of the blows he received; that the said master beat him with his fists at the same time, and the boat's crew as well with their cutlasses; that the deponent was then thrown

thrown with violence headlong into the boat, at the risk of breaking his limbs, and afterwards sent to prison, in which he was obliged to remain till the morning of the next day, when he was liberated upon paying two dollars; that the deponent represented his case to His Britannic Majesty's Acting Consul-general, who ordered him to be placed under the care of the surgeon, till such time as he was fit to be sent to England to prefer his complaint to some competent court of jurisdiction; that the said deponent was sent on board the Heyworth, British merchant vessel, bound to England, as a distressed British seaman, not having the means of subsisting himself, and being unable to get employment.

(signed) *Thomas Jackson*

Sworn before me, this 11th day of September in the year 1833.

(signed) *John White*,
His Britannic Majesty's Acting Consul-general.

Lord *William Russell*, Minister at *Lisbon*, to the Foreign Office.

My Lord, Lisbon, 19 October 1833.

The case stated in the inclosed letter from Mr. Meagher, Acting Consul-general, has just been made known to me.

Eleven British seamen were put on shore by the George the Fourth steam-vessel at Villa do Conde, and conveyed prisoners to Valença by the authorities acting under Don Miguel.

As his government is now so distant, I have no means of communicating with it; so I have written to Colonel Smell to request that he will apply to the officer commanding His Majesty's ships off Oporto to send immediately to Vianna to demand the release of these men.

I have, &c.
The Lord Palmerston, (signed) *William Russell.*
&c. &c. &c.

Sir, 17 September 1833.

We take the liberty of claiming your consideration once more on the cruel treatment which we have experienced on a false accusation been lodged against us, or at least of forwarding our statement to the Consul-general at Lisbon, if not in your power to assist us. We have been landed far from our own country in a foreign land, have suffered imprisonment for the last three months, without any convenience for sleeping or covering, compelled to sell our clothes for subsistence. Sir, we have addressed you at three different times without receiving an answer as to whether you received them or not; we wrote from Villa do Conde once; we were marched from the last-mentioned town to Vianna, under the false supposition of being placed under your hands to be sent home. We wrote a second time from the prison; whether the letters were conveyed to your hands it is impossible to judge. The Consul in Valencia, where we lie imprisoned at present, has behaved in a most humane manner towards us; he advanced us 22 vintens each, which proved a very great relief, and has undertaken to have this letter conveyed to you. As far as we can learn, the chief part of the accusation is, that we came out from Don Pedro. It's false; we neither came out from Don Pedro nor Don Miguel; we have been trepanned and blindly led into the state in which we are. If the Consul-general laid our statement before the British Admiral at Lisbon, we have no doubt that he should intercede for us, and have us liberated. Our statement is as follows: We were shipped on board the George the Fourth steam-boat, of Bristol, lying in Plymouth Sound, to bring a ship home from Lisbon, which, according to the statement, was lying in dock ready to put to sea on the 25th of June; on putting to sea we were used in a most cruel manner, and one and all agreed to hail the first British man-of-war we happened to fall in with. Instead of landing us at Lisbon, they landed us at Villa do Conde as prisoners; we lay there five weeks, and from thence they marched us to Valencia, where we lie at present, in a most dreadful situation. Sir, if you can possibly forward this letter to Lisbon, we have no doubt but we should experience some relief, and shall ever feel thankful, as long as God spares us. We are 11 in number:—

William Bryan, Dublin.
Richard Livington, Plymouth.
John Hayth, Yorkshire.
James Clonter, Dartmouth.
John Cann, Exeter.
James Baker, Plymouth.
James Caroline, Derby.
John Bennet, Plymouth.
William Bushy, Durham.
John Hitchcock, Plymouth.
Samuel Wilks, Dartmouth.

Mr. *White*, Consul at *Valparaiso*, to the Foreign Office.

Sir, British Consulate, Valparaiso, 6 Nov. 1833.

I HAVE the honour to enclose various documents which have arisen out of the treatment of the mate or master, John Lincoln, of the brig Inca, of Liverpool, towards William Hughes, one of the crew of the above vessel.

I regret that I have had so many instances of acts of severity and injustice committed by masters of vessels towards their seamen, to submit to the consideration of His Majesty's Government; but the necessity of their being made known to it I trust will be admitted, when such acts are the means of incurring expense to His Majesty's Government, degrading our national character, and driving from our flag so many valuable seamen, who, from being left in a foreign country in a state of perfect destitution, seldom return to the service of their own flag, but embrace service under the various flags of South America, and ultimately become so debased and demoralized, that they hesitate not to lend themselves to the most atrocious acts, as their only means of subsistence.

William Hughes was sent a day or two previous to the sailing of the Inca for Europe to the prison of this city by the master or mate of her, and remained there nine days without having had any complaint preferred against him by either to the local authorities or this Consulate, as will be seen by the declaration of William Hughes, the correspondence with the governor of Valparaiso, and the statement of the captain of the port. Hughes affirms that he has nine months' wages due for his services on board the Inca, and that the whole of his clothes and property were taken away in the vessel; and that when he was sent to prison, he had nothing on him but his shirt and trowsers.

I find it too often impossible to reconcile the differences between masters of vessels and their crews, so great is the obstinacy of both, and so erroneous are the views the masters take of their power over seamen when once engaged with them.

To make the case of William Hughes as clear as possible, I have transmitted the whole of the documents connected with it, should His Majesty's Government think it one calling for its consideration.

I have, &c.
John Bidwell, Esq. (signed) *John White.*
&c. &c. &c.

I herewith send the bills, showing the amount of expense incurred by the clothing and maintenance of William Hughes, till he found employment in the Hindley, merchant vessel, bound to England.

(signed) *John White.*

British Consulate, Valparaiso, 19 Oct. 1833.

THE undersigned being informed by Lord James Townshend that the master of the Inca, British merchant vessel, had sent, previous to his sailing from the harbour of Valparaiso, one of his crew to prison, where he has been nine days, begs to

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to request that his Excellency will cause inquiry to be made as to the ground of the seaman referred to being sent to prison, as it would appear from the statement of Lord James Townshend that the said master has acted towards him with the most wanton injustice, by leaving him in a foreign port, and causing him to be so imprisoned, without having ever preferred any complaint against him to the British Consulate.

As such arbitrary acts towards seamen, by masters of British vessels, have been so often committed, and have caused to His Britannic Majesty's Government frequently such very heavy expenses by their being sent to England by the British Consulate, the undersigned has to request that his Excellency will be pleased to take such measures as he may deem fit to prevent British seamen being taken to prison at the instance of masters of merchant vessels, without its being previously ascertained that the British Consulate has been fully informed of the charges laid against them for mere acts of insubordination towards them, and which do not offend against the laws of the state, or the municipal regulations of the port.

The undersigned renews to his Excellency the assurance of his great respect and esteem.

(signed) *John White,*
His Britannic Majesty's Acting Consul-general.

His Excellency the Military Governor of Valparaiso.

Military Governor of the Garrison. Valparaiso, 21 Oct. 1833.

The undersigned has received the note of His Britannic Majesty's Consul-general of the 19th inst., communicating to him his having received information from Lord James Townshend, that the master of the English merchant vessel Inca had sent one of his seamen to prison before the sailing of his vessel from this port, where he had been for nine days, and requesting the undersigned to cause an inquiry to be made upon what ground the said seaman had been put into prison; also that the undersigned might take the necessary measures in future to prevent seamen of merchant vessels being put into prison at the request of their masters, without the previous knowledge of the British Consulate.

The undersigned has demanded information from the captain of the port, respecting the imprisonment of the seaman of the Inca, and the ground of it, and encloses the original statement for the information of the Consul-general.

The undersigned, acknowledging the jurisdiction of the Consul-general over the crews of the ships of his nation, in all that relates to their discipline on board, and his right to take cognizance of the transgressions that seamen may commit on board, when not against persons not of the crew, has the honour to inform His Britannic Majesty's Acting Consul-general that he has given the necessary orders to put a stop to the abuse of the arrest of seamen of English merchant vessels, at the request of the masters of them, and without His Britannic Majesty's Acting Consul-general first requesting the necessary aid of the local authority.

With this motive, the undersigned renews to His Britannic Majesty's Acting Consul-general the assurance of his consideration and esteem.

(signed *D. Portales.*

His Britannic Majesty's Acting Consul-general.

The General Commandant of the Marine.

The captain of the port, in giving the information that is ordered by your decree, Sir, of the 19th inst., relative to the reason which led to the imprisonment of the seaman belonging to the English brig Inca, and whether he is still in prison, declares, that with relation to the former he was uninformed of it up to this date, as this office has given no order for the imprisonment of the said individual, nor even received any complaint from his captain soliciting it; and to the latter, that he knows that he is in the prison of this city, and having inquired from the seaman himself, on what ground and in what manner he was taken there, he himself declares, that on the 10th inst. he had a quarrel with the mate of the same vessel

vessel upon the Mole, on which account the mate ordered one of the policemen to take him to prison.

The said brig sailed from this port on the 12th, without any notice being given of the circumstance to this office, and leaving, as is seen, till this day the said seaman in prison.

This is all the information I am able to give you, Sir, upon this subject.

(signed) *Pedro Angulo.*

Office of the Captain of the Port,
21 October 1833.

British Consulate, Valparaiso, 23 Oct. 1833.

The undersigned, with reference to the polite communication of his Excellency, respecting the case of the seaman of the Inca, so tyrannically treated by the mate or master of that vessel, by being imprisoned without any charge being preferred against him before any of the local authorities of the port, begs to state that the said seaman is still detained in prison on the ground of his incapability of paying his prison fees.

The man being rendered perfectly destitute, not only of money but even of clothes, by the reckless conduct of the person who caused his imprisonment so illegally, and there being no proof against him of any crime committed against the state or municipality, has no doubt that his Excellency will cause his being liberated and placed at the disposal of the British Consulate, to the end that it may call for justice being done him by a competent court in Great Britain for so wanton an act of cruelty as the mate of the Inca has exercised towards him.

The undersigned renews to his Excellency the assurance of his great respect and esteem.

(signed) *John White,*
His British Majesty's Acting Consul-general.

His Excellency the Military Governor of Valparaiso.

Sir, Valparaiso, 28 Oct. 1833.

This is a full and correct account of what past between me and Captain John Lincoln, on board of the brig Inca, from October the 5th until October 9th. On Sunday, October the 5th, I asked the captain for liberty to go on shore, and he said "No, I will not let any body go on shoor unless he will sign a bill to forfeit all his clothes and his wages if he is not on board by 12 o'clock on Sunday night," which I told him that I would do no such thing; but the carpenter and two more of the crew signed the bill, and went on shoor; so I told the carpenter that I would not promise to be on board by 12 o'clock, but I would be on board by seven o'clock on Monday morning, and he said no, I should not go on shoor. Then I asked him to let me go on board of another vessel, and he said yes, I could go thear; so I went on board of the ship Pylades, and remained on board till 10 o'clock on Sunday night, then I was sent on board of the brig. On Monday I went on shoor to fill water, and filled two casks; then I saw the captain, and tould him that I was going on board of His Majesty's ship Pylades, and he tould me that I might go where I liked; so I went on board of the Pylades in the afternoon, and asked the first lieutenant if he would take a volunteer; and he asked me what ship I belong to; I tould him the brig Inca; he asked what was my reason for leaving the brig; I tould him I had been eight months on board, and I could not get anything from him that I was in need of; then the first lieutenant asked me if I had any rows with the captain, or been absent from the vessel any length of time; I tould him that I had left my duty about eight o'clock in the morning, and as for any row I never had a angry word with captain nor officer on board from the time we left Liverpool until Sunday, October the 5th; so the first lieutenant tould me to remain on board till the evening, but I remain on board till Tuesday morning; then the first lieutenant asked me if my mind was the same as it was last night; I tould yes; so he said that he would put me on board of my own vessel, and he would write a letter on board of the Dublin to Lord James Townsend, to know if he would allow him to take me on board, and he he would send for me in the afternoon; so I went on board to goo to work, but I found that the captain had taken all my cloths aft in the cabain; so I asked the mate for my cloths; he said that I had nothing belonging to me; so I asked him the reason whi, and he said that thay did belong to him; so I asked him if he paid for them; he said noo, I did not, but you have forfitet everything that did belong to me by leaving this vessel and going on board of another, and I will not give you anything. Then I tould him that I could not work without clothes; then the captain came on board and asked me what part of the play I was actin. I said nothing; then he tould me to go to my work as usal. I tould him that I would if he would give me my clothes, and he said "No, Ile be dam'd if I do;" then I tould him that I could not work nackid without clothes, for you have distressed me of every thing that I have got. So on Tewsday morning he asked me if I would go to work. I tould him that I would if he would give me my clothes, and he said that he would not give eny thing; then he said that he would take me to sea and starve; I tould him that he should not do that while there was a man-of-war in port; so on Thirsday he shipt another man in my roome; so then I askt the mate to let me go on board of His Magsty's ship Pylades. He said that I go wheare I like, for he had no further demands on me; and I went on board and tould the first lieutenant all that had past between me and the captain, and I tould the first lieutenant that I leave myself to his protection; and he said that he could not do anything for me; so I had to go on shoor to the Consul's house, and he was not in; so I went down to the beach to look for the captain, and I askt the second mate to tell me wheare the captain was, and he would not; so we had a few words, and he toore my jacket all to pesises, and then tould the guards to take me, and they did, but I got away and lept off the jetty in the water; and when I got on shoor they took me again, and made me fast to a horse, and draged me all the way to the prison, wheare I remained till Octobar the 24th, 1833.

William Hughes.

Complaint before Consul at *Port-au-Prince.*

City of Port-au-Prince:

Before me, Thomas Neville Ussher, Esq., His Britannic Majesty's Vice-Consul at Port-au-Prince in the republic of Hayti, on the 25th day of June 1834, personally appeared James Richards, British seaman, who voluntarily maketh oath and saith, that he belonged to the British brig Fame, of Dundee, Banks master and part-owner: That whilst at anchor in the port of Gonaives in this republic, on or about the 15th day of the present month of June, owing to some disagreement with the mate of the said brig, he the said James Richards was ordered by the said master to leave the ship and go on shore, with which order he complied; but not being able to maintain himself, he returned on board, when he was again forced on shore by the master, and desired never to return to the said brig; the said master, moreover, refusing to pay him the wages that were due to him, or to deliver up to him, the said James Richards, his clothes: That in consequence of his destitute condition he was taken ill, and finally brought to this city of Port-au-Prince in a Haytian sloop.

James Richards.

Sworn before me at His Britannic Majesty's Consulate Office at Port-au-Prince, Hayti; in testimony whereof I have hereunto affixed my hand and seal of office, this 25th day of June 1834.

Thomas Ussher, British Vice-Consul.

Mem.—The man states that one month and a half's wages were due to him at the time he was forced on shore, at the rate of 2 *l.* 7 *s.* 6 *d.* per month, viz. 3 *l.* 11 *s.* 3 *d.*

Mr. *Falconer*, Consul at *Leghorn*, to the Foreign Office.

My Lord, Leghorn, 29 September 1834.

The harsh treatment of British seamen by the masters and mates of vessels trading to this port, has now arrived to such a pitch, as to demand some effectual means of being suppressed.

I enclose

I enclose two instances of this, which have recently occurred, and from which it will be seen that the master of the Bespham had severely beaten his cook (an old man), for not having boiling-water ready for tea, when the fire had been unavoidably extinguished by an excessive storm of rain and wind; and that the mate of the Apollo had so inhumanly beaten the cook of that vessel, for no other fault than that of having omitted the appellation of "Sir" when replying to a question put to him, as to occasion his being sent to the hospital by the order of a physician.

It is well known to the masters and mates of these vessels, that whenever the seamen disobey their lawful orders, or otherwise misconduct themselves, they have only to prove such before me, in order to obtain redress; which in most cases is effected by the confinement for two or three days of the aggressor.

I however possess no other means that I am aware of, for granting relief to seamen oppressed as above, than by furnishing them with certificates of the injury inflicted, in the hope of their being enabled to obtain satisfaction on their arrival in England; but the masters, in order to escape prosecution, so contrive it, that the plaintiff shall not return in the same vessel with them, and thereby either evade justice or render it difficult for the plaintiff to obtain it.

It therefore appears to me, that the most effectual mode of remedying the evil complained of, would be to empower His Majesty's Consuls to mulct the masters or mates so aggressing, (proof of such being established on oath) in proportion to the offence, and pay the same to the party injured.

I have, &c.
(signed) *John Falconer*, Consul.

The Right Hon. Viscount Palmerston,
&c. &c. &c.

British Consulate, Leghorn, 21 August 1834.

It is hereby certified that Antonio Charette, cook of the vessel Bispham, of Liverpool, John Seward master, now in this port of Leghorn, has this day appeared before me and stated that Mr. Seward, the master of the said vessel, did, on coming on board on the evening of the 20th of this month, severely beat him for not having boiling-water ready for tea; but which, from an excessive storm of rain and wind, that had extinguished the fire, he found it impossible to effect.

It is further certified, that such storm did take place on the evening specified; and that the said Antonio Charette bears evident marks of having been severely beaten, which the said Seward, master, acknowledges having inflicted, assigning as the only reason, his having been in a passion at the moment.

Given under my hand and consular seal, as above.

(L.S.) (signed) *John Falconer*, Consul.

British Consulate, Leghorn, 19 Sept. 1834.

Appeared here this day, Peter Dixon, cook and steward, belonging to the British vessel Apollo, of Portsmouth, Robert Mundon, master, now lying at anchor in this port, and stated, that on the evening of the 17th instant the master told him to take some broken bottles from his cabin, which he, appearer, accordingly did.

That a short time thereafter, Mr. Hugh Aitchison, the mate, came to him in the galley, and asked him if he had removed the broken bottles from the cabin, when appearer replied "Yes;" upon which the mate with some instrument, whether rope or stick, it being dark, appearer cannot decide, fell upon him and beat him most severely; and this on account of his having answered "Yes" only, instead of "Yes, Sir."

(signed) *Peter Dixon.*

Sworn, &c.
(signed) *J. Falconer.*

Hugh Aitchison, mate, being summoned to appear to answer for his conduct towards Peter Dixon, stated, on hearing the above complaint, that it was true; and that the reason for his having inflicted the punishment in question was owing to the said Peter Dixon's having, when interrogated as above, answered simply "Yes," instead of "Yes, Sir."

(signed) *John Falconer*, Consul.

I, the undersigned, medical doctor of the faculty of Paris, do hereby certify that I have, at the request of John Falconer, Esq., British Consul at Leghorn, examined a British sailor calling himself Peter Dixon, cook of the vessel Apollo, now in this harbour, and found on his neck, back and shoulders the marks of 12 distinct blows, that seem to me to have been produced by the violent application of a rope to the parts above-mentioned, and moreover the traces of a strong contusion, extending from the acranium to the elbow of the left arm; and recommended to have him sent to the hospital for some days to recover from the injury he has received.

(signed) *T. O. Brien*, M.D.P.

I certify the above to be a true copy.

(signed) *John Falconer*.

Mr. *Barker*, Consul at *Messina*, to the Accountant-general of the Navy.

Sir, British Consulate, Messina, 29th Oct. 1834.

For my discharge, I beg leave to acquaint you, that on the 14th August last, (as I inserted at the time in my Account Abstract for that month,) I had put Frederick Leffen and George Richards, two British seamen, then maintained at Government's expense, on board the schooner Elizabeth, Captain John Keller, of Cork, on wages. The captain, on returning on board in the evening, disagreed with the men, and forcibly turned them on shore, refusing to take them or any other; and I hear since he took two Sicilians.

On the 22d September last I again applied to Captain Hugh Pollock, of the British brig New City of Cork, to afford a passage to two distressed British seamen; but he excused himself by asserting he was not bound to England, whilst I believe he was.

Again on the 25th September I wrote to Captain Gray, of the brig Majestic, to give passage to two other men; he refused, alleging he was then ready for sea, and had already engaged two passengers.

And lastly, on the 25th instant, having applied to Captain Murray, of the schooner Earl of Caithness, for the same purpose, he declined taking any at first, and afterwards offered to take one, on condition he should sleep on deck, to which I naturally objected.

All which circumstances I beg to submit to your notice, that, if deemed proper, the necessary steps be taken to prevent such refusal in future.

I have, &c.

(For *W. W. Barker*, His Britannic Majesty's Consul)

H. Barker, Deputy.

To John T. Briggs, Esq.
Accountant-general of the Navy, London.

Mr. *Buchanan* to the Foreign Office.

Sir, His Majesty's Consulate, New York, Nov. 4, 1834.

I had hopes I should have been prevented forwarding the inclosed affidavits; and that the consignees of the Lady of the Lake would have come forward and paid the expenses to which I had to subject His Majesty's Government, for clothing to supply those named in the margin. Conduct of this nature often happens, but I am unwilling to trespass on your department, and try various efforts to obtain redress, which I frequently do; but in this case I am constrained to forward the affidavits.

Davis, 11 dollars, 50 cts.
Turnbull, 10 dols. 25 cts.

I have, &c.

(signed) *James Buchanan*.

John Bidwell, Esq.,
&c. &c. &c.

His Britannic Majesty's Consulate, New York.

John Davis, a British seaman, personally appeared before me, and being duly sworn, doth declare and say, that he shipped as cook on board the barque Lady of the Lake, of Glasgow, Robert White master, as cook on a voyage to New York and back. That having arrived at New York, and being unwell, deponent was, upon the application of said master to this office, sent to the hospital near this city. That while there, the said Robert White departed from the port of New York, leaving deponent in the hospital, and carried away deponent's clothes, whereby he is obliged to resort to His Majesty's Consul for necessary clothing and bedding, as per margin.

Monkey jacket, four red flannel shirts, four pair trowsers, three pair stockings, one pair shoes, bed and bedding, chest, and sundry small articles.

his
John × *Davis.*
mark.

Thomas Turnbull also being sworn, saith, that he also shipped as able seaman on board said vessel for said voyage; that having also been taken sick at New York, he was, with the said above-named Davis, upon the 25th day of June last, sent to the hospital, and upon being cured, he found the said master had sailed from the port of New York upon the 2d day of July instant, and also carried away deponent's chest and clothing as per margin, whereby deponent has been obliged to apply to the British Consul for necessary clothing.

Sworn before me this 17th day of July 1834.
James Buchanan.

Mr. *Gallwey*, Consul at *Naples*; a very grave Complaint.

Sir, British Consulate, Naples, 3 Jan. 1835.

I BEG leave to call your particular attention to the conduct of Mr. John Ellis, master of the British schooner John and William, of Dartmouth; he has most wantonly discharged two English seamen from that vessel, one of whom, named William Claxton, he had brought from England in her; and the other, named Neal M'Cormick, he had shipped in this port. I find that a very improper custom prevails here amongst the masters of merchant vessels, whenever they happen to be part-owners of them, and when they are likely to be detained in the port for a cargo; they quarrel with some of their men, and either discharge them, or render their lives so miserable as to oblige the men themselves to leave the vessel. By this mode of acting they save the pay and provisions of so many men during their stay in port, trusting to chance for getting others when ready to depart, and even hiring Neapolitans to load the vessel, who work at a very reduced rate of hire. Such has been the case in this instance; M'Cormick was entered here by Ellis, who, finding that he was disappointed in getting goods, found fault (as I suspected, unjustly) with his work, and sent him on shore immediately. The man complained to me at the Consulate of being thrown out of employment, and consequently of food, on the plea of not doing his work properly, and applied to be supported by me. I asked him whether he could bring any proof of the efficiency of his work, and he assured me he could, and referred me to Claxton, who was doing the duty of mate on board the vessel, as the most respectable evidence he could produce. I wrote to the master, requesting that he would let Claxton attend at my office, as his evidence was required by M'Cormick; and he, Claxton, assured me, on inquiry, that the man was working well and ably on board at the time he was sent on shore. On Claxton's return to the vessel, the master, Ellis, asked him what the Consul wanted, and being told fairly what had passed, he turned him on shore likewise. I then sent for the master, with whom I had previously had a vast deal of trouble, and whose plausible manner, under a charge of such unworthy and ungenerous conduct was, most vexatious. On my asking him why he continued to act in such a manner to his men, he immediately said that he had a right to discharge M'Cormick, as he had shipped him here, and because he slighted his work; and he discharged Claxton for bad conduct, while the vessel was in quarantine here. Now, Sir, at that moment the vessel had been a month in Naples Mole after getting pratique, and he had not made any complaint against this man, and I satisfied myself perfectly, and I wished to do the same by their Lordships, that his sole reason for discharging him was for his telling the truth to me in M'Cormick's case. Those two men were then thrown on my hands to be supported by Government, and continued so for more than three weeks,

when

when I had an opportunity to ship them on board a vessel bound to London. I had great trouble in obliging Mr. Ellis to pay Claxton three months' wages due to him, and which he endeavoured to withhold from this poor man, on the plea of bad conduct. I cautioned Mr. Ellis that the owners were answerable for the expense of conveying Claxton, if not both men, to England, and that they would have to pay Claxton his wages up to his arrival in England, which, as he brought him from thence, I am sure he is bound to do by the laws of the merchant service, as the man anxiously wished to return to England in the vessel and complete the voyage. Feeling convinced that Government could never contemplate our benevolent laws being abused so far as to be called upon to defray the expense attending the conveyance of seamen to England, who might be wantonly and unjustly thrown out of employment against their own inclination, I beg to submit that the Lords Commissioners of the Admiralty may be pleased to direct that the owners of the vessel the John and William, of Dartmouth, may be compelled to defray the expense of these two men to England, and likewise that they may be compelled to pay Claxton his wages from the date of his leaving the vessel up to that of his arrival in England. I deem it highly necessary that the consular authority be supported in this case, which is one of glaring injustice, and the publication of which, with its result, in this office and at the Custom-house here, may prevent a repetition of such acts in future. The vessel sailed from this port on the 30th of December last for Liverpool, from whence her arrival might be reported to you.

I have, &c.

Thomas Gallwey, British Consul.

To the Secretary of the Admiralty.

MERCHANT SEAMEN (FOREIGN PORTS.)

COPIES or EXTRACTS of DESPATCHES relating to Complaints of the Discharge of British Seamen in Foreign Ports.

(Sir James Graham.)

Ordered, by The House of Commons, *to be Printed,*
19 *May* 1835.

214.

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POST OFFICE.

RETURN to an Order of the Honourable The House of Commons, dated 14 July 1835;—*for*,

COPY of REPORT, with EVIDENCE, and a MEMORANDUM from the FRENCH POST-OFFICE, sent in to the Treasury by the COMMISSIONERS of POST-OFFICE INQUIRY in December 1834.

Whitehall Treasury Chambers,
17 July 1835.

F. BARING.

Ordered, by The House of Commons, *to be Printed,*
20 *July* 1835.

COPY of REPORT, with EVIDENCE, and a MEMORANDUM from the FRENCH POST-OFFICE, sent in to the Treasury by the COMMISSIONERS of POST-OFFICE INQUIRY in December 1834.

To the Right Honourable the Lords Commissioners of His Majesty's Treasury.

REPORT of the Commissioners appointed by the Treasury Minute of the 19th of August 1834, to inquire into the mode of conducting the Business of the Post-office Department.

AS soon as we received notice of our Appointment for the object specified in your Lordships' Minute, we met for the purpose of considering what would be the proper course for us to follow in the pursuit of that object; and having interchanged our separate ideas upon the line advisable to be taken, came to the determination we are now about to detail to your Lordships, as well as the progress we made in the inquiry.

The object of the inquiry committed to us seemed to be, to ascertain what abuses exist, or what improvements might be made in the Post-office Department, which is the exclusive medium of written communication through every portion of the Empire, and with every part of the world: the exercise of these most important functions being supported by a charge upon the public for every such service, and at the same time protected by monopoly.

The consideration of many questions connected with this inquiry, we were however aware was complicated, by the invariable custom, perhaps we should say, in the present state of the country, the fair necessity of considering this department to a certain degree as a source of revenue; and that in many cases therefore, in the progress of our inquiries, we should have to strike a balance between the amount of accommodation to be gained, or revenue to be lost, by any proposed alteration.

It did not, however, appear to us impossible, that by some change of parts of the system on which the service of the department was conducted, the advantage on the one side might be obtained, and on the other, profit instead of loss be the consequence.

The change to which we allude, would involve the great question between establishment and open competition; but to whatever extent a departure from the present system in this respect might be considered advisable, we conceive that the question of competition might thus far be made to bear collaterally upon each individual case as it came before us. That it might be a fair consideration whether the State, in taking upon itself the monopoly—guarded exercise of functions, upon which so much of the happiness and prosperity of the people depend, ought to derive in the shape of revenue, more than the amount of profit which individuals would require, were the whole service a subject of competition. It also appeared to us, that the interest of the revenue, no less than fairness to the public, was involved in this consideration, it being quite clear that it was only by making itself the safest, easiest and cheapest conveyance, that the Post-office could hope to put an end to the present illicit trade in letters.

With these general views of the nature of the inquiry, we proposed to consider how we might best practically apply them, either to the cases of actual complaint recently made, or to the improvements for which circumstances might now offer an occcasion.

As the Minute of our appointment speaks of representations made in Parliament in regard to the arrangements of the Post-office, we naturally adverted to the debates upon this subject, and all those points relating to the public accommodation would have engaged our attentive consideration, though some of the complaints appeared to be of too minute and partial a character, to make an investigation necessary upon the mere statement of any individual.

Notwithstanding the steps already taken to facilitate communication with France, some points on this subject we considered to merit our early attention; and of these, the most important appeared to be, the proposal of the French Post-office for an arrangement that should leave it optional with the sender of a letter in either country to pay the postage, or to leave it to be paid by the person to whom the letter is addressed in the other, designated by the French "Affranchisement Facultatif."

This question we were not disposed to consider definitively settled by the objections stated to be felt to it by some London and Liverpool merchants. It is a change desired in France, and seemed to us to be the one step most obvious for putting, on a perfectly unrestrained and natural footing, the freest intercourse between the two most enlightened nations in the world.

To this subject, therefore, in conjunction with the minor points of rate of postage and transit post, we resolved to devote our early attention.

We also proposed to examine thoroughly into the state of the Post-office steam packets, and particularly with reference to the question of establishment or contract, as it seemed a branch of the service in which the advantage of competition over permanent establishment, would be peculiarly likely to preponderate.

The great question of the internal communications of the country, and how far the present system might be capable of improvement, we conceived ought to be considered, with reference to three points, besides the cost,—the speed,—the frequency,—and the diffusion of the post.

As the contract for mail coaches expires next year, and so much of speed must depend upon their construction, the time might be deemed fortunate for considering the first point, and it might naturally be supposed, that when this contract should be opened, some improvements might occur. To all the different modes of conveyance which might be proposed, we should have therefore given our best consideration; and upon this part of the subject we should have endeavoured to collect information and gather opinions, as to the expediency of contracting more generally with the proprietors of stage-coaches, for the conveyance of the mail bags.

As to the frequency of the post, we were desirous of ascertaining the expediency of establishing two posts in the day, particularly within a certain distance of London, should there have appeared to be such a demand for the additional accommodation as would make it pay its own expense.

On the important question of the diffusion of the post, we were anxious to examine thoroughly how far, with a reasonable regard to revenue, increased accommodation could be afforded to places at a distance from the mail-coach roads, as particular instances are within the knowledge of every person, where the delay in the post communications with such places is felt as a serious inconvenience by the parties interested. On this point, amongst other things, the nature and extent of the Country Penny Posts would have come under our consideration.

These seemed to us to be the principal topics on which we had to inquire and report; and, as incident to these, we should have had occasion to consider the several applications that had been either referred to us or addressed to the Postmaster-general, by individuals or public bodies, relating to the post communications of the country.

Having requested the secretary to our commission, in conjunction with the secretaries and other functionaries of the Post-office, to collect together as much information as possible upon these heads, whether from the resources of the office, or from communications with persons interested in the subject; when we met again we proceeded to consider the propositions of the French Post-office, which were urged upon our notice by a memorandum received from the Director-general of that establishment. This memorandum contained the substance of similar propositions previously submitted to the late Postmaster-general, and now revived with an assurance given personally by the Director-general, of his readiness to renew the negotiation, or to enter upon the consideration of any terms which the English Office might think it expedient to propose. We, consequently, examined the whole of the papers, which contained the account of all that had passed between the agents of the two offices upon the previous negotiation, and found the principal point undetermined to be, what is designated by the French as the "Affranchisement Facultatif."

Vide App. No. 3.

This proposition consists of three plans for the payment of the postage on letters between the two countries, as a substitute for the only method now allowed, and which may be stated as follows :—

1. To allow the sender of a letter in either country, to put his letter into the post-office without paying any part of the postage, leaving the whole to be defrayed by his correspondent in the other country, to whom the letter is addressed.

2. To enable him, if he thinks proper, to pay the postage of the letter as far as the frontier of his own country only, (the mode practised at present).

3. To enable him, in like manner, to pay the whole of the postage of the letter, both French and English, as far as its destination.

The reasons urged in favour of the plan were : the extreme anxiety of the French administration for its adoption ; the facility afforded to general correspondence by it ; the consequent increase of revenue ; the almost universal adoption of it between France and other countries ; and our own general adhesion to it in our national dominions. Against this was urged, the inexpediency of uncalled for change ; the difficulties of detail to be executed by unaccustomed persons ; and, above all, the adverse opinions of the merchants consulted upon the question, some of whom, in the course of the former negotiation, had forwarded written opinions on the subject to the Post-office, through Mr. Mellish, who had been requested to ascertain their wishes respecting it. To these documents we beg to refer. Appendix, Nos. 1 & 2.

We first requested his Grace the Duke of Richmond to put us in possession of the steps he had taken, and the opinions he had formed on the subject, during the progress of the former negotiation. His Grace stated that he conceived there was no objection in principle to the proposed alteration ; that there was only one portion of the former French proposal, which he considered inadmissible, that of a charge of 50 per cent. on the collection of the English postage in France. This his Grace very properly refused to entertain ; and we understand it to have been now entirely withdrawn by the French Government, or it must of course be at once rejected by this country. With respect to the proposal for fixing an average charge for the French postage on single letters from England, where the whole postage might be paid by the sender in this country, (an arrangement suggested with a view to remove the difficulty arising in such cases from the different mode of regulating the rates of postage in the two countries,) his Grace explained, that as a letter written on a single sheet of paper was only subject by the regulations of the English Post-office to a single rate of postage, if not exceeding an ounce in weight, while in France all letters exceeding a quarter of an ounce in weight were subject to an increased rate by the rule of the French office, the effect of establishing the average charge would be to impose an increased Foreign postage on those post-paid letters from England, which, not exceeding a quarter of an ounce in weight, were now only liable to a single rate in France. His Grace, however, did not consider the several difficulties in detail, which he nevertheless foresaw to be insurmountable, and would himself have endeavoured to overcome them had he not conceived the opinion of the great majority of the merchants to be decidedly hostile to the change. His Grace recommended us to endeavour to ascertain the wishes of individuals of that body, and without adopting unreservedly the implied opinion of his Grace, that these were the only parties to be consulted, we acted upon his Grace's suggestion ; and several gentlemen, some of whom had on the former occasion given the written answers already referred to, were good enough to appear before us and explain their opinions, which we were thus able advantageously to compare in detail with the unexplained indifference or disinclination which appeared in those answers. Upon a review of their evidence, we are of opinion that there is no general or prevalent objection to the change; that even those most disinclined to the proposed measure, from the effect it might have upon their own concerns, confine their reasons against it to the danger of being subjected to unnecessary correspondence ; that the general opinion seemed to be, that this inconvenience would probably only be temporary ; that there was no reason why, when the arrangement was once understood, and the communication between the two countries put upon a better footing, it should be felt any more than in internal correspondence between London and Dublin, and London and Edinburgh, where the balance of advantage is of course so much on the side of unrestrained communication, that no one would wish such a restriction imposed ; that several of those who seemed to dislike it, at the same time admitted it would be a great convenience to the public at large, and a substantial advantage to that numerous class of persons who lived in France with an income in the English funds, or in England with their money

Appendix, No. 5.

money in the French funds. That the opinion seemed naturally to be general, that the removal of such an impediment to correspondence would improve the revenue, one of the witnesses most personally hostile to the change, stating that the effect of the present system was to induce persons to seek opportunities of sending their letters by private hands, and thus to "cheat the Post-office."

It will be observed, that we extracted this preponderance of opinion on the subject from that class of persons, many of them commission agents, supposed to be most hostile to the alteration. We refer to the reiterated opinion of the Chamber of Commerce of Manchester, as an indication, that amongst the manufacturing **Appendix, No. 4.** interests, it will be received as an advantage and a boon, and as we cannot consider the temporary inconvenience, which some of the merchants whom we consulted seemed to apprehend from unnecessary correspondence, to be an objection of sufficient weight to counterbalance the accommodation which the removal of the present restraint on correspondence would afford to another important interest of the country, as well as to the public at large, we conceive ourselves justified, upon a review of the subject, in recommending that a negotiation for this object should be reopened with the French Government. We should hope that some arrangement may be made for fixing the charge of French postage upon single post-paid letters from this country, (which appears to be the principal difficulty of detail,) upon an equitable footing, and we feel little doubt that the result of the experiment will be highly beneficial, by putting correspondence upon the most easy and unrestricted terms between the two countries, and will promote and extend the political, commercial and social relations of two powerful and neighbouring nations.

Another point adverted to in the French Propositions, was the registration (recommendation des lettres). This does not appear to be so urgently called for, either in this country or in France, as to make the immediate decision of the question advisable, especially as it must, in the first instance, be attended with expense, owing to the inevitable increase of establishment.

Although the postage of a letter through France, both to and from some countries, is now paid by the English Post-office, and the present arrangement is therefore in those cases injurious to the revenue, it appears that any general alteration with respect to the transit postage, must depend upon arrangements with other nations than France, and some with whom the consideration of it at present seems precluded by unfortunate circumstances.

The reduction of the tax upon letters between France and England, seemed to be so implicated with the reduction of postage throughout the British dominions, that we should not have entered upon it, except under the general head, but that the excessive charge on letters for the passage between Dover and Calais, appeared to afford a reasonable opportunity for reciprocal reduction, without exciting the jealousy of any other points of communication; it is therefore an experiment which we think we might safely recommend to your Lordships' adoption, as a removal of a vexatious burthen, with an almost certain maintenance of the collection of an equal revenue.

In concluding our observations upon the French question, we recommend that the Postmaster-general should take the opportunity of the re-opening of the negotiation with the French Post-office, to insist upon the advancement, by that office, of the principle laid down in the Foreign Postage Act of last session, to which they have given an unqualified assent, as stated in the evidence of the Duke of Richmond.

The next question we were entering upon, the doubt whether the Packet Service of the department might not be as well and more economically conducted by contract than establishment, would require a more minute investigation than we have been enabled to go into, before any decided opinion could be formed thereon; we can therefore only invite your Lordships' attention to such evidence as we collected on the subject, submitting that the decision of one year ought not to prohibit the consideration of it even in the next, as so much of the argument is altered by each step taken in the necessarily advancing and improving communication by steam. In the evidence of three commanders of the Post-office packets, your Lordships will observe a strong opinion expressed as to the ineligibility of the Harbour of Howth, as a packet station, a point referred to us for inquiry, but which we had not an opportunity of further investigating.

App. Nos. 7. 16, 17, 18, 19.

App. Nos. 17, 18, 19.

We have already adverted to the present rates of postage in general, as a subject into which we had not had an opportunity of entering, but there is one portion of it to which we are desirous of drawing your Lordships' attention, although we cannot venture to report more specifically thereon, as not having gone into a minute examination of the probable success of the experiment. We allude to the rates of what are called the " short postages," and we have no hesitation in stating it to be our impression, after frequent discussion, that these might be reduced without risk of revenue derivable therefrom. We are sensible that the exact distance which would come under this denomination, must be a matter of close consideration, and we therefore cautiously abstain from a more specific recommendation of this plan, in the principle of which, however, your Lordships will perceive that we have the concurrence of his Grace, the late Postmaster-general. App. No. 7.

We had resolved to make the Establishment of the Post-office the final object of our consideration, and as the Reports of the Commissioners of Revenue Inquiry, with the exception of that on the packet establishment, more particularly relate to the mode of conducting the business at the head offices in London, Dublin and Edinburgh, we should then have had occasion to examine into the alleged neglect of the recommendations of the Commissioners, (a circumstance adverted to in the Treasury Minute,) in those cases where the subject might not have come before us incidentally in the course of our previous investigations; in the present stage of our labours we have therefore no observations to offer on these points, but we should be sorry to close even this imperfect attempt at suggesting improvements in this valuable department of the public service, without expressing our perfect satisfaction at the honest and zealous endeavours of every functionary of that department to further the useful objects of our inquiry.

Conyngham (subject to the opinion stated below.)
Mulgrave.
R. Vernon Smith.

General Post-office,
15 Dec. 1834.

" Affranchisement Facultatif."

I feel myself reluctantly compelled to differ with my colleagues in the opinion they have expressed upon the " optional payment of postage," because I find that the recorded opinions of the majority of the merchants (the parties the most interested) who were consulted in London and Liverpool, are against the proposed measure, and that the opinions of those recently examined are not conclusive in favour of the change; I do not, therefore, think that I should be justified in agreeing to an experiment from which any real benefit to the public is very doubtful, which would inflict an injury upon the larger portion of the merchants in London and Liverpool engaged in commerce with the Continent, for the purpose of affording an accommodation to the few, and especially as it is admitted that they have no complaint to make of the present system.

15 Dec. 1834. *Conyngham.*

APPENDIX.

LETTERS received, and Evidence taken, by the late Commission, on the subject of the Proposals of the *French* Post-Office for a new Arrangement with respect to the Postage of Letters between the Two Countries.

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1.—Letters from several Merchants of the city of London - - - - - - - p. 1
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8.—Ditto - Wynn Ellis, Esq. M. P., 6 Nov. 1834 - - - - - - - - p. 16
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10.—Ditto - Joseph Marryatt, Esq. M. P., 8 Nov. 1834 - - - - - - - p. 18
11.—Ditto - Edward Harman, Esq. 8 Nov. 1834 - - - - - - - - p. 19
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16.—Ditto - Capt. James Goddard Doran, 10 Nov. 1834 - - - - - - - p. 26
17.—Ditto - Capt. George Evan Davis, 11 Nov. 1834 - - - - - - p. 28
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19.—Ditto - Capt. William Smithett, 13 Nov. 1834 - - - - - - - p. 33

Appendix, No. 1.

LETTERS from several Merchants of *London*, on the subject of the Proposals of the French Post Office, for a New Arrangement with respect to the Postage of Letters between the Two Countries.

Appendix, No. 1.

Correspondence respecting Postage between England and France.

Sir, London, 9 February 1833.

IN obedience to the request I had the honour to receive from you, to obtain the opinion of merchants on the following propositions; namely, "It is proposed that the writer of a letter to France should have the option of paying the postage in England, as at present; or of paying the inland French postage in addition to the present postage paid in England; or of sending his letter without any payment in England, leaving the whole postage to be paid by the person to whom the letter is addressed in France, and *vice versâ* for writers in France."

I considered that the best method I could adopt would be to distribute copies of those propositions, requesting the persons to whom I sent them, after mature consideration, to communicate to me their opinions; and I have now the honour to state the names of the respective firms whose opinions I have requested, and the substance of their answers, with reference to their letters to me, in those cases in which I have received answers in writing, which letters I have the honour to transmit to you herewith; stating the answer to be "as at present," where the answer has been verbally given, and no alteration deemed necessary; and where no answer has been received, stating that fact.

Baring, Brothers, & Co. - - - - - - - - - - -	as at present.
Behrends, John George.	
Bovay, Louis - - - - - -	for the proposed plan; see letter No. 1.
Bordier, Julius - -	for the proposed plan, and further alterations; see letter No. 2.
Bourdelain, J. - - - - - - - - - - - - -	no answer.
Castellain, Shazler & Co. - - - - - -	as at present; see letter No. 3.

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Correspondence respecting Postage between England and France.

Doxat & Co.	as at present.
Edllmann, Joseph	as at present; see letter No. 4.
Gandolphi, P. & N. & Co.	as at present; see letter No. 4.
Gibbs, A. & Sons	no answer.
Gower, Nephews, & Co.	for the option in England but not in France; see letter No. 5.
Hanson, Brothers	no answer.
Harman & Co.	for the proposed plan; see letter No. 6.
Heath, Furse & Co.	as at present.
Jameson & Son	as at present; see letter No. 7.
Lubbock, Sir J. W. & Co.	for the proposed plan; no letter.
Marryatt, Joseph & Co.	for the proposed plan; see letter No. 8.
Morris, Prevost & Co.	for the proposed plan; see letter No. 9.
Raikes, T. & W. & Co.	no answer.
Reid, Irving & Co.	no answer.
Robinson, W. R. & Co.	as at present, see letter No. 10.
Rougemont, Brothers	as at present; see letter No. 11.
Sampson, Batard & Co.	as at present; see letter No. 12.
Sillim, Herman	as at present.
Siordet, J. L. & Co.	as at present; see letter No. 13.
Stride & Son	as at present; see letter No. 14.
John Gore & Co.	as at present.
Frye & Lightfoot	for the proposed plan; see letter No. 15.
Thornton, Samuel, & Co.	no answer.
Van Notten, P. and C. & Co.	for the proposed plan; see letter No. 16.
Wilson, Wilson & Co.	as at present; see letter No. 17.
Ward, W. and H. B. &. Co.	for the proposed plan; see letter No. 18.
Wilson, Thomas & Co.	as at present.

In addition to the above, I beg leave to express my own opinion to be decidedly in favour of the present plan; as I do not conceive the English nation would receive any benefit from the alteration; but, on the contrary, it would act against them, for the reasons given in several of the letters.

Should you wish me to endeavour to obtain any further information on this subject, I shall with pleasure do my utmost to procure it.

I have, &c.
(signed) *W. Mellish.*

Geo. H. Freeling, Esq.
General Post-office.

No. 1.

1, Fen-court, 24 January 1833.

Mr. L. Bovay presents his compliments to Mr. William Mellish, and is much obliged to him for the communication respecting the proposed new regulations for letters to and from France, of which he highly approves, and recommends their being carried into execution.

No. 2.

Austin Friars, 24 January 1833.

Mr. J. Bordier presents his compliments to Mr. W. Mellish, and in answer to his communication of the 22d instant, he begs to observe, that the more the business of the Post-office is simplified the better it will be both for the public and for merchants.

It therefore appears to him, that if foreign letters were put on the same footing as the inland ones, a great advantage would be gained. By "the same footing" he means that the whole postage should be paid by the party receiving the letter, leaving at the same time the option to everybody to frank a letter if they thought convenient so to do.

Moreover, by the present method, an overcharge of 3*d.* for the French letters, 6*d.* for the Swiss, and so on, takes place, in consequence of the expense from Dover to Calais being charged twice, once by the English Government and once by the French, which overcharge would, he supposes, be saved by the new method.

No. 3.

Copthall-court, 24 January 1833.

Messrs. Castellain, Schazler & Co. present their compliments to Mr. W. Mellish, and are much obliged for the copy which he sent to them of the communications from the Post-office. They however cannot suggest any improvement of the present arrangements for the franking and postage of letters to and from France.

No. 4.

Liverpool-street, 1 February 1833.

Mr. Edllmann presents his compliments to Mr. Mellish; he has had sufficient experience to be enabled to form a correct judgment upon the proposed alteration of the present Post-office regulations for conducting the correspondence with France: he would however be very sorry if any change were introduced into the present Post-office regulations, with regard to the correspondence passing through France into other countries. If any change were

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Correspondence respecting Postage between England and France.

were made, there ought to be no option left to parties here or abroad with regard to the modes of paying the postage; whatever the arrangement might be, it must be general and absolute for all cases, else there will be endless confusion, delay and loss of letters, and consequently the inconvenience much more serious than the advantages contemplated by the choice left to parties.

No. 5.

Dear Sir, London, 29 January 1833.

In reply to your questions relative to the communications from the Post-office, we beg leave to say that the option of paying the inland French postage, in addition to the present postage paid in England, suggested to be given to the writers of letters, would be a great convenience, and *vice versâ.* But the option to writers of letters to send them without any payment at all, will, we trust, not be granted. We already suffer losses from having to pay the postages of idle and useless letters, and should the check to this be entirely removed, by allowing the writers of such letters to put their letters in free, we should be inundated with an expensive and vexatious correspondence.

We remain, &c.

W. Mellish, Esq. *A. A. Gower, Nephews & Co.*
&c. &c. &c.

No. 6.

Adams-court, 28 January 1833.

Messrs. Harman & Co. present their compliments to Mr. Mellish, and are much obliged by his communication of the proposals on the part of the Post-office with respect to the postage of letters to France, to which Messrs. Harman & Co. see no objection; on the contrary, the suggested regulations seem to them rather likely to prove a convenience than otherwise.

No. 7.

Lawrence Pountney-lane, 11 January 1833.

Messrs. Jameson & Son present their compliments to Mr. Mellish, and are much obliged by the favour of his communication in reference to the postage of letters to and from France, and beg to say that they incline to the opinion that no change in the present system of paying is desirable.

No. 8.

Lawrence Pountney-lane, 21 January 1833.

Messrs. J. Marryat & Sons present their compliments to Mr. W. Mellish, and beg leave to state, that allowing parties to forward their letters from England to France, and from France to England, the postage to be paid at their option on putting the letter into the Post-office, or on its delivery, would be a decided improvement on the mode at present followed.

No. 9.

Dear Sir, Cateaton-street, 10 January 1833.

Having considered the communication from the Post-office, of which you have had the goodness to send us a copy, we are of opinion, that the best plan would be that the writer of a letter either in France or in England should have the option of paying the whole English and French postage, or of sending his letter without any payment on his part, precisely as is the case for inland letters in both countries.

We remain, &c.

W. Mellish, Esq. *Morris, Prevost & Co.*
&c. &c. &c.

No. 10.

Dear Sir, Austin Friars, 2 February 1833.

My brother informs me that you are expecting a written opinion from us, about the projected alteration in the postage of French letters. Our business with that country is so very trifling, that I can only say we are perfectly satisfied with the present method.

Believe me, &c.

W. Mellish, Esq. *C. Robinson.*
&c. &c. &c.

No. 11.

Dear Sir, Broad-street Buildings, 15 January 1833.

With reference to the communication made to you by the Post-office, of which you did us the favour to transmit us a copy, we beg leave to state, as our humble opinion, that the present mode of levying the postage is preferable to either of the two mentioned in the said communication.

We are, &c.

W. Mellish, Esq. (signed) *Rougemont*, Brothers.
&c. &c. &c.

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Correspondence respecting Postage between England and France.

No. 12.

17 January 1833.

We deem the proposal to make it optional to pay either part, or none, or the whole of the postage, on departure of letters between England and France, highly objectionable; for we think the French will avoid any payment they can, and the whole of the charge would then fall on the receiver in England, in 99 out of 100 cases. If a change is desired, let the party despatching a letter be compelled to pay the whole postage; but we think the present plan preferable, as it now is, each party paying their part.

There is one grievance for which the merchants in England would pray some relief:

The postage through France on all letters *to* and *from* Switzerland, Italy and Spain, are paid in England, both on the letters despatched and received here; let the party writing, henceforward, defray the French charge on posting the letter.

(signed) *Sampson, Batard & Co.*

W. Mellish, Esq.
&c. &c. &c.

No. 13.

Sir, St. Helen's Place, 24 January 1833.

Apologizing for not having sooner replied to your communication of the 19th instant, on the subject of some proposed alterations in the Post-office regulations, with regard to the intercourse with France, we beg to say, that giving the subject the consideration it deserves, we think that the present system is the best for us in our business, as commission agents. If we pay here the French inland postage, in addition to the present franking, our correspondents will find fault at what they will call our enormous charge under that head, without recollecting that they would have had to make the same disbursements themselves, although at different times, and in small sums.

If the third alternative were adopted, of not franking either in England or France, we should, on the one hand, have to fear that letters of importance sent from here might be refused on the other side, because of the high postage, by persons not aware of their contents; and, on the other hand, we should be overwhelmed with letters from wine merchants and others, offering their goods and services, because they could forward their letters free of expense to themselves, which would be a tiresome and vexatious expense to us.

We therefore have no wish for any alteration, save a reduction in the rate of postage, which we believe would be no loss to the revenue, and would tend to revive the drooping trade of the port of London.

We remain, &c.

W. Mellish, Esq. (signed) *J. L. Siordet & Co.*
&c. &c. &c.

No. 14.

Copthall-court, 21 January 1833.

Messrs. Stride & Sons present their compliments to Mr. Mellish, and beg to state in reply to his note, that they have not experienced in their affairs the slightest inconvenience from the present mode of paying the postage of letters to or from France; and therefore individually they cannot have any desire for an alteration of the system. Messrs. Stride fear that the option proposed, of leaving the whole of the postage to be paid by the parties to whom letters may be addressed, would entail much unprofitable expense of postage upon English merchants; since persons in France, who are not backward at present in sending circulars, would not scruple to put into the post-office letters and notices upon all sorts of subjects, could they do so without incurring any expense to themselves on the other side.

No. 15.

Crosby-square, 22 January 1833.

Messrs. Frye & Lightfoot present their compliments to Mr. Mellish, and beg leave to inform him, that they entirely approve of the proposed alteration, which would give the writers of letters the option of paying the postage either in England or France.

No. 16.

Tokenhouse-yard, 23 January 1833.

Messrs. P. and C. Van Notten & Co. present their compliments to Mr. Mellish, feel obliged by the communication relative to the proposed alterations of postage and franking to France, and are of opinion that the said regulations will materially facilitate the trade and intercourse between the two countries.

No. 17.

Dear Sir, Jeffrey's-square, 29 January 1833.

We have to acknowledge the receipt of your communication from the Post-office, to the following effect:—

1st. It is proposed to leave the writer of a letter to France as at present.

2d. To give him the option of paying in addition the inland French postage.

3d. To give him the option of sending his letter without any payment in England, leaving the whole postage to be paid by the person to whom the letter is addressed in France.

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Correspondence respecting Postage between England and France.

And *vice versâ* for writers in France.

As you wish our opinion upon the projected plan, we do not hesitate to say that we are opposed to it, because we think that it would be injurious to British merchants, as we consider it would be to ourselves.

The present system, No. 1, appears to us to work well. The objections to No. 2 are various. We are the greatest carriers; we have the most extensive and best regulated packet conveyances; the result of which is, that as at present constituted, we are largely out of pocket for letters and packets addressed to us to be forwarded to the East Indies, Mexico, Brazil, &c., the postages of which we are frequently unable to recover, and particularly from many coming under blank covers.

In respect to No. 3, that part of the plan appears to us worse than useless, because we think it would be mischievous. Frenchmen would not pay for double and treble letters, or single ones either, charged with both English and French postage. Thus it would happen, that if the letter was directed in a hand-writing with which they were unacquainted, they would decline receiving it, and great confusion and losses would result from it.

In regard to the *vice versâ*, we could gain nothing by it but an additional accumulation of postages; many parties who at present pay would cease to do so; many who do not annoy us, because they cannot do it without beginning by a disbursement, would be no longer restrained, and we should be favoured with a large increase of letters to forward, the whole postage of which we should have to pay.

The above appear to us to be sufficient reasons for being decidedly against the proposed alteration, the more so as we see no real good to result from it in any case.

We remain, &c.
Wilson, Wilson & Co.

W. Mellish, Esq.
&c. &c. &c.

No. 18.

50, Lothbury.

W. and H. B. WARD present their compliments to Mr. W. Mellish, and beg to return him the enclosed communication received from the Post-office, and to observe that they fully agree to the proposals.

Appendix, No. 2.

Appendix, No. 2.

Postmaster, Liverpool, to G. H. Freeling, Esq.

LETTER from the POSTMASTER at *Liverpool*, stating the Opinions of several MERCHANTS of that place, on the subject of the Proposals of the FRENCH POST-OFFICE, for a new arrangement with respect to the POSTAGE of LETTERS between the two Countries.

My dear Sir, Post-office, Liverpool, 23 February 1833.

IN reply to your favour of the 20th instant, I beg to say that I have lost no time in endeavouring to ascertain the sentiments of some of the leading merchants of Liverpool, connected with France, upon the proposition of the French Post-office that the public in the two countries shall be allowed to pay the postage on a letter to its destination, and also that they shall have the option of not paying any part at the time of posting the letter, but leaving the whole to be paid by the person to whom it is addressed.

I have fully discussed the subject with the following houses, who are leading merchants concerned in trade with France. Some other persons whom I called upon, I was not able to meet with, and I did not wish to delay my reply.

Imer, Paulet & Co.
Zwilchenbart & Co.
Collmann, Lambert & Co.
Henry Patry & Co.
Castellian, Schaezler & Co.
Melly, Prevost & Co.

Mr. Prevost, of the last name firm, is the only individual I have met with who approves of the proposition. He thinks it would simplify business and prevent the necessity of keeping accounts for postage.

All the other parties are most strongly and decidedly opposed to it; they very much prefer the present practice, whereby each party pays a proportion of the expense, which operates as a very salutary check against unnecessary letters on either side, whilst the proposed plan, if adopted, would increase the postage on all letters, and by enabling parties to send circulars and letters to any extent, without expense to themselves, would inundate them with offers of service, letters to forward, and circulars on all occasions.

Some of the parties expressed very earnestly their fears lest you should be deceived by plausible assurances of reciprocal advantage, whilst they consider that the proposal will only lead to all the expense being thrown on them; the letters to England will of course come unpaid, and if they do not also pay for their letters to France, they will generally be refused, on account of the heavy charge of both British and Foreign postage.

I am, &c.
Wm. Banning.

G. H. Freeling, Esq.
&c. &c. &c.

Appendix, No. 3.

Appendix, No. 3.

Memorandum by the Director-General of the French Post-office.

MEMORANDUM delivered to Mr. VERNON SMITH (one of the Commissioners) by the DIRECTOR-GENERAL of the FRENCH POST-OFFICE, containing the substance of certain Propositions submitted to the late POSTMASTER-GENERAL, with respect to the Correspondence between the two Countries.

Administration des Postes.

NOTE sur les Propositions faites à l'office Anglais pour la Transmission des Lettres entre l'Angleterre et la France.

LE Commissaire Français envoyé à Londres pour traiter des Affaires de Poste, avait divisé ses propositions en trois parties; savoir,

1. Le service du transport des dépêches entre Paris et Londres; service qui n'était qu'à quatre ordinaires par semaine, et qu'on se proposait de rendre journalier.

2. Les questions d'affranchissement facultatif; de libre circulation des journaux, de reduction de la taxe; enfin de recommendation des lettres.

3. La revision des droits de transport des correspondances Anglaises en transit par la France.

La premiere partie a été l'objet du traité signé à Londres, le 24 Juin 1833; on ne s'en occupera pas ici.

La troisième partie peut être negligée aussi dans ce moment, elle sera l'objet d'un examen ulterieur.

On ne s'occupera donc ici que des propositions contenues dans la deuxième partie, propositions qui semblent par leur utilité pour le commerce et leur importance sous le rapport des bonnes relations d'amitié à entretenir entre les deux nations, devoir attirer toute l'attention du Gouvernement.

Cette seconde partie des propositions de l'office Français se divisait en quartre points; savoir,

1. L'Affranchissement Facultatif.
2. La libre circulation des Journaux.
3. La Reduction de la Taxe.
4. La Recommendation des Lettres.

Affranchissement Facultatif.

L'office Français disait, dans une note remise à M. le Duc de Richmond, "qu'il était à desirer, dans l'interêt du public et pour concéder aux vœux du commerce Français, exprimés dans une demande formée par la Chambre de Commerce de Paris, au nom de tout le commerce Français, demande que M. le Prince de Talleyrand a communiquée à M. le Duc de Richmond, que l'on pût s'entendre sur un traité d'affranchissement facultatif des lettres entre les deux pays, et dont les conditions seraient:

"1. D'affranchir pour les deux pays reciproquement toutes les lettres jusqu'à destination, soit en France, soit en Angleterre, en laissant néanmoins au public la faculté de n'affranchir que jusqu'aux frontières respectives, Douvres et Calais.

"2. De laisser au public la libre faculté de jater ses lettres à la boîte pour les faire parvenir dans le pays correspondant, où la taxe entière du prix du port pour le trajet dans les deux pays, serait payée par le destinataire."

Nous développions ensuite tous les inconvéniens de la marche actuellement suivie, et qui forme un systême complètement gênant et prohibitif, et nous présentions tous les avantages que le public devait retirer des modifications proposées.

L'office Anglais a répondu par le note suivante:

"Quoique le grand-maître ait toujours mis en doute la réalite de l'avantage que le public trouverait dans l'affranchissement facultatif, il a cependant pensé que si les négociants de la Grande-Bretagne, qui sont les personnes les plus intéressées à cet arrangement, désiraient qu'il eût lieu pour les convenances du commerce, il devait accéder à leurs vœux. Il a eu l'occasion de recueillir sur ce sujet, l'opinion de personnes de toutes classes à Londres, licés d'affaires avec la France, et elles ont généralement reponsé la mesure proposée; il a, en conséquence, cru de son devoir de refuser d'acquiesur aux propositions de l'office Français."

Il convient d'expliquer ici ce que l'office Anglais entend par l'opinion du commerce de Londres; c'est, à mieux dire, l'opinion de quelques banquiers interessés à la conservation du mode d'affranchissement forcé actuellement établi. En effet, d'après l'ordre de choses adopté aujourd'hui nul particulier ne peut écrire d'Angleterre en France et de France en Angleterre sans affranchir sa lettre, et lorsqu'il a intérêt à ce que sa lettre ne soit pas refusée, de même que lorsqu'il doit recevoir une réponse d'un correspondant qui n'affranchirait pas pour lui, il a nécessairement besoin d'un banquier en pays étranger. L'envoi des lettres de France en Angleterre et d'Angleterre en France, est donc devenu forcément

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une petite operation commerciale, et ce sont les personnes mêmes intéressées dans ces petites operations, qu'on a consultées sur le projet de suppression d'un abus dont elles profitent chaque jour. Nous pensons que l'office Anglais n'avait besoin de consulter personne sur une question aussi claire, et en présence d'intérêts aussi grands et aussi bien sentis, mais puisqu'il consultait, il aurait dû, au moins, ne pas consulter seulement un petit nombre de personnes, et celles la même qu'il savait d'avance devoir être opposées, par leur intérêt, à l'amélioration proposée.

Quant aux difficultés d'exécution dont on a beaucoup parlé, elles ont été plutôt un prétexte qu'une excuse. L'office Français a tout fait pour les lever, et y est parvenu, nous croyons, aux yeux de l'office Anglais. En effet, la grande difficulté était de rendre les Directeurs des Bureaux de Poste en Angleterre (d'ailleurs peu experimentés, il est vrai, en fait de taxe) capables de taxer les lettres pour le Continent; et les taxes Françaises procedant par divisions de poids très multipliées, tandis que les taxes Anglaises procedent généralement par lettres simples et lettres doubles, l'amalgame de ces deux taxes sur la même lettre, en cas d'affranchissement au point de départ, présentait en effet quelques difficultés; l'operation, cependant, n'était nullement impossible avec quelque peu d'étude et de bonne volonté, mais pour trancher d'un seul coup cet obstacle, l'office Français a proposé d'établir une taxe moyenne et fixe qui aurait été ajoutée à la taxe Anglaise par les Directeurs Anglais sur toute lettre à destination de la France; l'operation se bornait alors pour eux, à consulter une nomenclature des Bureaux de Poste Français, et à porter sur la lettre destinée à une des villes inscrites sur la nomenclature, le chiffre qui aurait été placé à côte du nom de cette ville. Quant à la comptabilité des taxes de lettres dont chaque office devait se tenir réciproquement compte, l'Administration Française se chargeait de la faire faire à Calais, et l'office Anglais n'aurait eu qu'à la verifier d'après le montant des feuilles d'avis qui chaque jour accompagnent les dépêches.

Nous ne parlons pas d'une autre objection qu'on a soulevée contre l'affranchissement facultatif; savoir, que les negociants Anglais seraient accablés de lettres inutiles et d'offres de service, dont le prix du port resterait tout entier à leur charge. Mais à cela on répond qu'ils sont libres de refuser toutes les lettres dont ils ne veulent pas; que ceci n'a pas été un obstacle pour nos traites de poste, avec toutes les puissances qui avoisinent la France; que les négociants Anglais sont exposés, aux mêmes inconvéniens de la part de Dublin et d'Edinburg, et de toutes les villes d'Angleterre, mais que ces inconvéniens n'existent pas, et qu'il n'y aurait rien de mieux que d'établir entre l'Angleterre et la France des relations de poste, semblables à celles qui existent entre des villes d'un même etat.

Nous concluons done, quant à l'affranchissement facultatif, que la question à été mal présentée en Angleterre, que les difficultés d'execution dont on a parlé à la Chambre des Communes n'existaient pas, et que l'administration Française doit se reserver de protester, à chaque occasion favorable, contre la conservation d'un ordre de choses tres nuisible au commerce et aux particuliers.

Libre circulation des Journaux.

La libre circulation des Journaux des deux pays avait paru dès l'origine, à l'office Français, pouvoir être tolerée sans inconvenient, et comme l'office Français n'avait pas à examiner cette question sous le rapport politique, et que d'ailleurs, sous le rapport des taxes de poste à percevoir et des formes de l'envoi, il n'y avait aucun inconvénient pour le service, le Commissaire Français à insisté à plusieurs reprises pour que cette disposition fût adoptée, et il avait formulé sa proposition à peu près en ces termes.

"A dater du jour l'exécution de la présente convention, le journaux périodiques ou littéraires, les recueils, annales ou memoires relatifs aux arts, aux sciences, ou à l'industrie, les livres brochés, brochures, catalogues, prospectus, &c. &c. enfin les épreuves imprimées des ouvrages en cours de publication seront livrés d'office à office dans les dépêches, ordinaires, et seront distribués dans les deux pays, sans aucune taxe supplémentaire pour la distribution; les imprimés devant supporter au point de départ la taxe due d'après les lois du pays où ils auront pris naissance."

Au reste, un Bill du Parlement Anglais, adopté depuis cette époque, applanit toutes ces difficultés, quoiqu'il ne permitte que l'envoi des journaux seulement, sans admettre les autres parties d'imprimés; mais l'office Français est tout disposé à adopter les propositions qui lui seront faites à ce sujet, lorsque l'on traitera en même tems sur les trois autres questions. On doit donc croire que cette proposition n'entrainera aucune discussion, et nous pouvons passer à la suivante.

Reduction sur la Taxe des Lettres.

L'office Français, jugeant que la taxe des lettres entre l'Angleterre et la France était trop élevée, avait proposé une diminution dans une proportion exacte sur les taxes Anglaises et Françaises. Il proposait une réduction sur la taxe des lettres transportées en France par le service d'estafette entre Paris et Calais, mais à la condition que l'office Anglais voudrait entrer immédiatement dans la révision des droits de transit qui faisait l'objet de la troisième partie du traité. Mais la révision des droits de transit à été ajournée par l'office Anglais, et quant aux taxes, le Duc de Richmond à répondu ainsi qu'il suit.

"Le Grand-maître ne croit pas qu'il soit necessaire ou convenable de réduire le taux des taxes Anglaises sur les lettres pour la France. Comme il ne peut pas sa permettre de s'ingérer dans l'Administration des Postes de France, il s'abstiendra de toute observation sur la surtaxe imposée en France sur les lettres venant de la Grande Bretagne, de même que sur

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les deux services entre Calais et Paris, l'un plus accéléré que l'autre, en faveur des particuliers qui consentent à payer une taxe plus élevée. Quant à la déclaration faite par le commissaire Français que si l'office Anglais veut reduire ses taxes, cette circonstance engagera l'office Français à expédier toute la correspondance par estafette, le Grand-maître à déjà eu l'honneur d'assurer le Commissaire Français, que le seul motif qui pourrait déterminer l'office Anglais à supporter une augmentation de depense, et à faire les efforts nécessaires pur une plus prompte remise des dépêches à Calais, serait que l'accélération de la correspondance ne serait pas partielle et reservée seulement à eux qui paieraient la surtaxe, mais que toutes les lettres arrivant de la Grande-Bretagne seraient expediées de Calais à leur destination par la voie la plus prompte dont l'office Français pourrait disposer."

La consequence de cela doit être que toutes les lettres de et pour l'Angleterre seront acheminées par l'estafette, et que toutes paieront la surtaxe.

On croit pouvoir affirmer cependant qu'une diminution dans le taxe des lettres amenerait une augmentation considerable de produit.

Recommendation des Lettres.

Une grande quantité de valeurs en banck-notes ou en papiers au porteur circulent dans des lettres d'Angleterre en France, et souvent les lettres qui renferment ces valeurs sont volées. Où ces vols se commettent ils? Est-ce en France, est-ce en Angleterre? C'est une chose très difficile à établir, parceque les lettres ne sont inscrites nulle part. Pour prévenir ces accidens l'office Français avait proposé d'adopter à l'égard des correspondances réciproques Anglaises et Françaises le mode de chargement de lettres en usage en France. On a fait ressortir les avantages de cette formalité du chargement; on a dit que l'inscription des lettres chargées sur la feuille d'avis est une garantie pour les particuliers, et on a ajouté que le grand nombre d'Anglais voyageant en France ou sur le Continent, recevant beaucoup plus de banck-notes, sans doute, que le petit nombre de Français voyageant en Angleterre ne recevaient de billets de banque, la mesure proposée devait être plus profitable encore à l'Angleterre qu'à le France.

La réponse du Duc, à ce sujet, est plus explicite et satisfaisante que les autres, mais il refuse l'adoption du systême de chargement, en disant.

" Le Grand-maître a iterativement eu l'honneur d'expliquer au commissaire Français et à M. Piron, que le systême de chargement des lettres est totalement contraire aux principes de l'Office des Postes d'Angleterre, qui veulent que toutes les lettres, quelleque soit la nature de leur contenu, soient considerées comme étant d'une même valeur. Le Grand-maître n'a pas le pouvoir d'exiger une taxe additionelle, ainsi que cele à lieu en France, pour prix d'une garantie plus positive donnée á une classe particulière des lettres, et, dans l'état actuel de la législation de la Grande Bretagne, un tel pouvoir n'est nullement à désirer.

" Le Grand-maître s'abstient de toute remarque sur le principe établi dans cet article d'une responsabilité limitée, la taxe additionelle d'une lettre et l'indemnité, en cas de poste, étant les mêmes quelleque soit la valeur des objets contenus dans cette lettre. Il n'a cependant aucune objection à seconder les projets de l'office de France en ce qui concerne les détails de cette disposition de la manière qui à été suivée jusqu'à present."

Il y à ici une petite critique du systême de responsabilité moderée à 50 *f.* qui peutêtre juste de la part d'un étranger; nous nous bornerons à répondre que cette formalité du chargement est préservatrice en France, puisqu'il n'y a presque pas d'exemples d'une lettre chargée perdue. Cette garantie n'est pas matérielle, elle est morale, et le but que nous devions nous proposer, c'était de préserver les lettres contre toute espèce d'attente.

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Memorial of the Chamber of Commerce, Manchester.

MEMORIAL from the CHAMBER OF COMMERCE at *Manchester,* and a Letter from the PRESIDENT on the subject of the proposed change in the REGULATIONS with respect to the Payment of POSTAGE on LETTERS between *France* and *England.*

To His Grace the Duke of Richmond, K. G., &c. &c. &c. His Majesty's Postmaster-General.

The Memorial of the President, Vice-President, and Directors of the Chamber of Commerce and Manufactures at *Manchester,*

Sheweth, That your Memorialists have heard with satisfaction that measures are in contemplation for establishing a daily express post between Great Britain and France. Your Memorialists know that it is unnecessary to call your Grace's attention to the vast importance, in all mercantile operations, of a quick and easy intercourse with foreign countries; nor need they allude to the extensive portion of Europe which carries on its communication with this country *viâ* France; but they do venture to point out to your Grace, that the regulation in the Post-office department, which obliges all persons who correspond with foreign countries to pay the postage before their letters be forwarded, is one which causes inconvenience and delay, and which frequently entails a dangerous risk in matters involving momentous consequences.

Your

Memorial of the Chamber of Commerce, Manchester.

Your Memorialists know that this regulation has been found to be prejudicial in other countries, and that it has in consequence been discontinued, and they hope that, through the interposition of your Grace, such arrangements may be made with the governments of foreign states, as may relieve the correspondence of mercantile and other persons in this country from the risk complained of.

Your Memorialists therefore pray, that a daily express post intercourse may be established between this country and France, and that such arrangements may be made with all foreign states as will leave the option of paying the postage either to the writers of the letters or to the persons to whom they are addressed; and, as in duty bound, &c. &c.

(signed)	*William Garrett*, President.	*Robert Ogden.*
	James Wood, Vice-President.	*John Kennedy.*
	John Railton.	*J. C. Prescott.*
	S. Phillips.	*Henry M'Connel.*
	George Fraser.	*John Bradshaw.*
	James Burt.	*Edm. Buckley.*
	William Nield.	*J. C. Harter.*
	John Chippindall.	*Thomas Bayley*, Jun.
	W. H. Bailey.	*Samuel Fletcher.*
	Henry Tootal.	

Received 15 February 1833.

Board of Directors of the Chamber of Commerce and
Manufactures of Manchester, 12 Nov. 1834.

Sir,

I HAVE the honour to acknowledge the receipt of your letter, dated the 7th instant, referring to a Memorial from this Chamber to the late Postmaster-general in February 1833, wherein the inconvenience of the present system, which obliges all persons corresponding with foreign countries to pay the inland postage before their letters can be forwarded, is pressed upon the attention of the Post-office department.

In reply to your inquiry on the part of the Post-office Commissioners, as to whether the gentlemen who signed the memorial in question still entertain the opinion therein expressed, and, if so, on what grounds that opinion is formed, I beg to state, that this Board still views the regulation by which merchants are compelled to pay postage on foreign letters as one from which great inconvenience occasionally results, and they presume that one reason will suffice to prove to the Commissioners that their objection to the system is well founded, namely, that if through the inadvertence of a clerk or messenger, the payment of postage be omitted, the consequence must be the loss of at least one post, but probably more, until the letter be opened, and the writer communicated with by the postmaster, a circumstance which I need not state to the Commissioners would frequently involve important detriment to the writers and their correspondents. It may be said that the Post-office cannot be expected to provide against the negligence of servants, but this Board trusts that the Commissioners will admit the desirableness and the propriety, in this commercial country, of supplying every possible remedy against the present consequences of accidentally omitting to pay the postage of a letter. There can be no doubt, too, that frequently individuals, not aware of the obligation to pay postage, are materially inconvenienced by having their letters returned to them (when the writer can be found), after a lapse of some time; besides which, it is thought by some to be a grievance to have to pay the postage of a letter written perhaps for the benefit of the party only to whom the letter is addressed.

It may not be amiss to add, that English merchants whose business calls them to France, and also English merchants through their French correspondents, suffer great inconvenience by the French post-office adopting the same system with regard to letters intended for England as that which is in practice in England with regard to letters intended for France; because the "lettres affranchies," or paid letters, must be put into any of the various post-offices of France from one to two hours before those of which the postage is not required to be paid; thus giving to the correspondence of other countries a manifest and, in a commercial point of view, a considerable advantage over that of England, for it is only on letters to this country that postage is exacted before they are forwarded. And this regulation is attended with increased inconvenience from there being, even in the larger towns of France, only one office for the receiving of *paid* letters, though there are several for the deposit of letters to be forwarded without the postage being previously paid. To all other countries from France, as this Board is informed, the payment of postage is optional with the writer.

I have no hesitation in stating that the proposition alluded to in your letter, to grant to the public the option of sending letters to France without any payment, leaving the whole of the postage to fall upon the persons to whom the letters may be addressed, or to allow to any person, who should so desire, to pay the whole of the postage to its destination, or as far as Calais only, would be considered by the commercial and manufacturing interests of Manchester not only much more convenient than the present regulation, but one that would prevent, as I hope is already shown, much occasional inconvenience, and would consequently be hailed by them as a very great improvement on the system now in use, especially if the same rules were made to apply to persons writing from France to England.

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With reference to a deputation to the Commissioners from this Chamber, I do not doubt that enough has been stated upon the point immediately under consideration to render personal communication unnecessary; but as probably there may be some other arrangements upon which we shall be glad to have an opportunity of conferring with those gentlemen, I shall feel obliged by your informing me how long it is likely that the Commissioners will continue their very useful inquiry, and whether the inquiry will extend to the regulation of the home department.

I have, &c.

C. Yorke, Esq. (signed) *James Wood*, President.
Secretary to the Post-office Commissioners.

MINUTES OF EVIDENCE,

Taken before the Commissioners on the Post-office Department.

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EVIDENCE of His Grace the Duke of *Richmond*; Wednesday, 5th November, 1834.

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Evidence of the Duke of *Richmond*, 5 November 1834.

AT the time your Grace quitted the direction of the Post-office, there were some points connected with the negociation with France, which were still under public discussion. With regard to the daily post, the arrangements the Commissioners understand were completely effected; with regard to others, they understand some were postponed and some had been rejected. The attention of the Commissioners has been, in the first instance, directed to part of the negotiation, by a renewed proposition from the French Post-office, and they are desirous of having your opinion on those points yet undecided. Taking them in the order in which they were mentioned by your Grace,—first, with regard to the "affranchissement facultatif," or as it has been termed here, "optional payment," were your objections those of principle or of detail; meaning by principle, whether you saw any objection, on principle, to putting the communication between France and England on the same footing as between two different portions of the empire, or whether the objections which prevented you from acceding to their proposals, and concluding the negociations, were rather those of detail, and arising from apprehension on your part that the arrangements could not be perfected without considerable inconvenience?—The principle upon which I acted in the negotiation with the French Commissioners, was to concede everything I could to them, consistently with British interests, being of opinion that it was my duty to cultivate and to secure, as far as lay in my power, the intimate alliance which existed, fortunately for both, between the two countries. My objection to the optional payment was founded upon what may be, in a certain degree, called detail; for you will have seen by the papers to which you have had access, that I, in the first instance, expressed very little objection to the plan, having stated to the French Commissioners that I should be most happy to propose to my colleagues to bring a Bill into the House of Commons, to enable me to carry their wishes into effect, for without an Act of Parliament I had not authority to collect the French postage in this country; provided always that I found, upon inquiry, that the English merchants, who, in my opinion, were the most interested parties, felt no objection to the proposition. I think there would be some difficulty in carrying the plan into execution, but not an insurmountable one. I proceeded then to take measures to ascertain the opinion of the merchants in London and Liverpool, and I found so great a majority in favour of the present arrangement, that I informed the French Commissioners that I could not comply with a request which, in the opinion of the merchants, would materially affect their interests. The difficulty in the detail would arise from the different mode of charging the letters in the two countries; we charge by single, double, and treble letters, and the French charge by weight. As the English and French mode of calculating single letters is so different in the two countries, it was quite evident that the greatest confusion would arise, if a postmaster in this country, in taking the postage upon a paid letter, had to reckon the English rate according to the English mode, and the French rate by weight: France therefore proposed that an average French rate should be taken, to apply to all English single letters under an ounce weight; the definition of a single letter in France, is a letter not exceeding one quarter of an ounce in weight, and the next step in their scale is only two and a half grammes, or much less than half a quarter of an ounce British, the effect of an average must necessarily be to increase the lower rates, and consequently the single mercantile letters, which are now written on thin paper, to bring them within the lowest French scale, would by the operation of this average, be increased in price; the French would not take too low an average, which would be against themselves, and even supposing they took it at half an ounce British, as the medium weight on which the rate of postage for English single letters should be calculated, this calculation would make them liable to a double rate in France.

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Before the Commissioners ask any further explanation as to the scale of charge, do you not think this applies exclusively to that part of the proposal which was to give the power of payment of the whole on putting in a letter, and not to that which gave an option on the other hand, of putting a letter into the box without any previous payment?—Then the French office would be the parties that would have the difficulty, because they would not know how to charge our single rates. I should say that unless the average was taken in that way, the public here would not be satisfied that the charge upon them was a fair one; they would have no means of consulting the French scales, and if they did so, they might not understand them, composed as they are of supplementary charges; the public here would be dissatisfied, and would apply to the Postmaster-general of Great Britain, who must therefore be in constant daily communication with the French Post-office. I believe the only practicable plan would be to arrange an average scale.

You mean to say they would never be satisfied they were not overcharged?—Certainly.

Suppose the French office were to communicate with the office here the mode they have of charging, with a map, do you think it would be impossible for an officer here to make a charge?—I am quite satisfied that, with an increase of officers, it would be done in London; but the difficulty would not lie in London; many of the post-towns in Great Britain and Ireland are very small, with persons whose time is fully occupied now with the duties of the office, whose other avocations would prevent them from being enabled to devote more time to the duties of their offices, or who indeed might not understand all the different scales, and all the intricacies of the French mode of charging the postage on letters.

Your Grace is aware that there was in the letters a distinction drawn, and that some of the letters expressed an inclination to adopt the proposal of allowing letters to be put in without any payment, but expressed a difference of opinion as to the other point?—Yes; but I conceive the whole plan ought to be carried into execution if any part is adopted; for I do not believe that the merchants and the public at large of this country would think it any boon whatever if they were not permitted to post-pay the inland postage of their letters; for you will have observed, that the merchants fear that their correspondents abroad will not take in their letters if they are called upon to pay the postage of both countries, unless, indeed, they recognise the handwriting of a known correspondent. They also are of opinion, that many circulars would be sent to them from abroad from persons who are now deterred from inflicting upon them this heavy expense, from the circumstance that the writer must pay the postage to the frontier of his own country; they state that they could only take in letters from known correspondents, and that their interests, and those of others, might, and would, be seriously injured by the plan being carried into effect.

It would appear that you thought the thing practicable, by undertaking to ask the merchants?—I have not the slightest doubt that the plan is practicable; the only reason I did not adopt it was, that I was anxious not to make a change for the sake of change; and that I would not recommend, unless I found that the merchants of this country, the most interested parties concerned, were desirous of an alteration; for I cannot admit that those who write letters at the clubs ought to be considered as having an equal interest with the mercantile and manufacturing community. Finding them decidedly against the change, I thought it most expedient to make no change whatever. I thought the proposition of the French Government to charge the English office 50 per cent. for the collection of the British revenue in France, when the British office was to collect the French postage in this country free of all charge, was highly objectionable, and contrary to the reciprocity which they had always professed to me; I therefore implicitly stated that I could not listen to such a proposition.

If the great majority of letters are thus written on thin paper, and, therefore, now subject to the lowest rate, might not that circumstance be fairly considered in striking such an average as would prevent the overcharge upon them you now apprehend?—There can be no doubt that an average must of necessity increase the lower rate of charges.

Your first objection, as stated in the paper before the Commissioners, is, that owing to having officers of limited capacities, and persons employed in the Post-office throughout the country, you have no means of effecting the operation of payment except by striking an average rate; does your Grace think that difficulty impossible to be got over, and an average struck fair to both parties?—I think it would be difficult; but it is a matter of detail; but I fear that it would not be very easy to adopt a scale which would not impose a heavier postage on the mercantile correspondence.

Will your Grace state the steps you took to ascertain the opinions of the merchants?—The first step that I took was to request Mr. Mellish, of the house of Gore & Co., who are merchants in the city of London, to inform me of his opinion, and to request him to communicate to me the sentiments of the merchants of the city of London connected with the trade of France. After a short delay he sent to me those letters which are now on your table. In addition to those communications, I received one from Mr. Sampson, a merchant, who expressed a very strong opinion against the plan. He stated that, even under the present system, he often received packets which were sent to him by persons unknown to him, who enclosed letters to be forwarded to the Colonies and South America, for you are aware that this country has the best packets and means of communication, and therefore foreign letters are sent here to be forwarded to the other parts of the globe. The English merchant does not like to refuse to take in the packet, which may perhaps contain enclosures for a person with whom he may be acquainted abroad. He has no chance of recovering the postage, for many of them are transmitted in blank covers; and his

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his only security now is, that the person sending them must, under the present arrangement, pay the postage to his own frontier.

Does your Grace recollect whether Mr. Sampson objected to the whole scheme, or whether he did not wish to have the power of franking letters to the frontier?—My impression is, that he objected to the whole scheme; under the present system, the postage must be paid to the frontier. I then gave directions that a letter should be written to the postmaster at Liverpool, desiring him to make inquiries of the merchants there; his reply, which was before you, states, that the majority of those he consulted were against the proposed change. The only memorial in favour of the change was from the Chamber of Commerce of Manchester, and was sent to me by the Members of that borough; but it did not, in my opinion, contain any argument which ought to induce me to sacrifice the interests of the merchants of London, Liverpool, and other great commercial places. I apprehended also, that the Chamber of Commerce of Manchester were not correctly informed of the present system, as appears by the following extract of a letter I received from Mr. Poulett Thomson: "At present, in consequence of the necessity of paying the postage on English letters on their being put into the post-office in Paris, there are on an average 12,000 of these letters annually left in the office there, which cannot be forwarded, and remaining unclaimed by the parties to whom they are addressed, are destroyed at the end of a twelvemonth. There are besides many more which are claimed, and forwarded after payment of the postage, but at great trouble and expense to the parties claiming. On the other hand, there are on an average 11,500 letters from England, addressed to parties who are not to be found, or who do not claim them, which remain in the office at Paris, and are destroyed in the same manner, at the end of a twelvemonth; because if returned to the writers in England, the French post-office possess no means of recovering the French postage. The amount of remittances in bank notes annually taken from these two sources is 10,000*l.* per annum." This statement Mr. Poulett Thomson would not have written to me if he had not been satisfied of its truth, and which must have had an effect in forming his opinion.

From your knowledge of the transactions of the office, have you any means of judging of the correctness of the statement as to the amount?—I hold in my hand an account of dead letters received from France since the exchange of undelivered letters between Paris and London; and I find that in November and December 1833, and in January, February, March, April and May 1834, there were only returned to this country from the French post-office one bank note of 10*l.*, and some bank post bills, letters of credit, not negociable; there was also half of a bank note of 50*l.*; this embraces an accumulation of dead letters in France for some years. In a return just put into my hand for the months of June, July, August and September 1834, I find there was no bank note at all. I am quite aware that persons very often exaggerate; but I must confess that converting 10*l.* or 20*l.* into 10,000*l.*, is rather a greater exaggeration than is usual. I have no doubt that Mr. P. Thomson had been deceived.

That statement was not made in the memorial of the Chamber of Commerce?—No; but the probability is, that the report might have been prevalent among Mr. P. Thomson's constituents, and might have influenced them in the view they took of the optional payment; and his opinion, as Vice-president of the Board of Trade, could scarcely fail to have had weight with those of his constituents who did not inquire into the facts themselves.

There is not at present any recorded opinion of any manufacturer or body of manufacturers against it?—None; and if they had been anxious for the change, I should soon have heard of it, either by memorials or through their representatives; indeed, the manufacturing interests are not behindhand in expressing their wishes upon any matter concerning their own interests. If I were in office at this moment, I should not hesitate, if there was a general feeling on the part of the merchants, to propose the alteration, without looking to the difficulties of carrying it into execution; but it is of importance far beyond that of a mere matter of opinion. It has never been represented to me by the advocates for it as more than a convenience; on the other side, it is objected to as a grievance. I should therefore have felt that I was acting contrary to my duty, if I had acceded to a measure represented by many of the principal merchants as injurious, and upon which the majority of the public cared nothing, or I must have heard of it, merely because it was represented as an accommodation by some of those who were consulted.

Is your Grace aware whether there was at any period previous to your accession to office any such regulation as that proposed between the offices, with respect to the optional payment?—Not that I am aware of.

Has there been any increase in the postage since the treaty for a daily post?—I insisted upon all letters going by the first and the quickest post from Calais to Paris, because I thought it would be highly objectionable that any should be left behind at Calais; that the great object was the acceleration of the communication. The French Government upon that agreed to send all the letters by the quick post, and put an additional charge on every one of those letters.

That additional charge was accompanied with additional speed?—Yes; but on this side of the water we have made no increased charge; they also put an additional charge on English newspapers.

Does your Grace think that since that treaty any circumstances have occurred to make you think any slight deviations from it might be favourable to communications between the two offices?—There is one clause in the treaty, which the Commissioners may remember,

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ber, says, the English Post-office is to deliver the letters at Calais at eleven, or as soon after eleven as possible. When I was in Paris I spoke to the French postmaster-general, and I told him that under that clause, and his understanding was the same, he must be aware, that in the winter, and after the foreign post nights, we could not deliver the letters at Calais so early. I recalled to his attention what passed at the time of the negotiation, that being anxious to meet the wishes of the French office as far as possible, I consented to eleven being named, as the hour about which the mails might be expected at Calais; but that in bad weather, twice a week, it could not be done, which was the cause of the scope given by the article of the treaty. The French Commissioners had pressed that foreign mails should always be sent from London at eight o'clock, with the inland mails, which I told them was perfectly out of the question, as it would in the first place leave behind the foreign correspondence of Liverpool, Manchester, and other important places; in the next, that the merchants of London had always been allowed to put in the letters on the great foreign post nights till eleven, and that I would not consent to deprive them of what was of the utmost consequence to their interests and accommodation: that the road between London and Dover was not calculated for speed; and I therefore suggested that an hour later should be fixed for the arrival at Calais, which could be done without interfering with any French arrangement. The French postmaster-general stated to me, that he would do as much as lay in his power, and I had hoped to have heard that he had made some arrangement with the Postmaster-general to that effect. I think also, as I told the French Commissioners repeatedly, that they ought to give more time in Paris to answer the English letters, as they need not close the box until two hours later than at present, without inconvenience to themselves, or arriving too late at Dover, without even quickening their pace.

Did you ever take into consideration a permission to captains in bad weather to put into Boulogne?—The treaty does contain an article, that the captains in a stress of weather may go into any port, and that the postmaster of that port shall be bound to forward the mails forthwith by the quickest conveyance.

The question refers not merely to the case of bad weather, but to those cases in which it would be more favourable to put into Boulogne rather than Calais; did your Grace ever take into consideration whether such discretion should be allowed?—I think it would be a dangerous thing to give such a permission, for the French postmaster at Calais would never be aware of what the captain might consider to be a favourable circumstance; he therefore would delay the carriage which is to convey the mail to Boulogne; or it is possible he might think the captain ought to run to Boulogne; then he would send the carriage off to Boulogne, and when the packet came into Calais there would be no means to forward it, and it would be absolutely necessary there should be a land communication between Boulogne and Calais to take their letters, or they would be deprived of the means of communication. There ought certainly to be one fixed point of arrival and departure; and, unless under circumstances which cannot be controlled, the captain should always be ordered to go to one particular port; to leave to him as little discretion as possible as to the place he is to go to. It might be of immense importance to a merchant of London to communicate with a merchant at Calais without delay; the captain might imagine that Boulogne was the best point on that day; and the consequence would be, that a merchant at Calais might not get his letters for a day or two after; and it must not be forgotten, that a great proportion of the correspondence branches off at Calais. The great principle of mail communications is celerity, but certainty is as essential an object.

What would be the best means of taking the opinions of those interested in the post between this country and France?—The best means would be to examine some of the great merchants of the City of London, and also from Liverpool and Manchester; and I should then recommend the sending queries to others, but I should draw up the queries so as to explain to them the real facts of the case; and upon their opinion I should be prepared to decide.

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EVIDENCE of His Grace the Duke of *Richmond*; Thursday, 6th November 1834.

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Evidence of the Duke of *Richmond*, 6 November 1834.

BEFORE the Commissioners endeavour to avail themselves of your Grace's experience as to any general suggestions of improvements, will you have the goodness to state your opinion with respect to the registration of letters?—I disapprove very much of the proposed registration, it having failed entirely in Ireland; and indeed the French Post-office have stated that they were well aware that it was no real security, but that they thought in a certain degree it was a moral check. I object to a nominal check; indeed the French Post-office regulations with respect to registry, would not, in my opinion, be expedient in this country. Their Post-office is liable to the extent of 50 francs, or 2 *l.*, as letters containing coin are excluded from registry; 2 *l.* which is not the half of the lowest note in circulation in this country, could only be recovered. The system of registry would be worse than useless, it holds out encouragement to depredation, by pointing out which are the valuable letters. This is not the case with money letters here, which are only those containing coin; they are registered by a particular clerk and put into a cover and sent to the Postmaster, and we get a receipt; but I do not see how it would be possible to give a receipt

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receipt to every person who might wish to register a letter as proposed. The French give a receipt for every letter the writer wishes to register, and for which they charge a double rate of postage; I think this is wrong in principle, that it is wrong to make the poor man pay more, and to give him what in fact is no security at all. The rich merchant might afford to pay a double postage, but it is a great object to the poor man, for he cannot afford in these days to have the charges of business increased.

Your Grace is aware it is perfectly optional?—Yes; but if you put a postage heavy enough to make it inconvenient to many persons, it is an act of injustice to those who ought to have the same security without paying; if you put so light a postage as to induce every one to register, it would then be impracticable, for supposing 10,000 letters to be registered in London, how would it be possible to give receipts, showing the direction and address of the party, the complete address, or else it is of no use at all? Therefore it appears to me that you would not be able, in the inland or the foreign departments, to do it at all, without detaining the mails, and without an incalculable increase of the number of clerks, for there is very little time now for sorting the letters. Then if it is done at the General Post-office, it must also be done at the branch offices in the City, which have more letters than any other; in the Borough, in Vere-street, and at Charing-cross; it would be required also at every receiving-house, and it must be done also in the country. Besides the receipts to the sender, it must be recollected that corresponding receipts must also be taken from the persons to whom the letters are addressed, as a discharge to the Post-office, which would retard both dispatch and delivery everywhere for hours.

In France it is confined to Paris?—Then I should object to it in principle more than anything in the world. I cannot see why the merchant in London is to be put on a better footing as to security, than a merchant residing in Manchester, Liverpool, Glasgow, and all the other great commercial manufacturing towns. The great principle of the English Post-office is, and always should be, to give a like security to all, that the poor man's letter should be as much taken care of as that of the richest man in the country. I believe one of the great reasons why some persons ask for a receipt, is one which ought not to be recognized officially, namely, to satisfy themselves that the persons whom they have employed to take their letters to a Post-office have performed their duty, and have actually put the letters into the Post-office. My opinion is, that they ought only to employ persons to do this in whom they have confidence, for surely letters containing large remittances should not be intrusted to persons who may not be enabled to resist the temptation of converting the contents to their own uses.

Is not the system of the Post-office contrary to the opinion your Grace has expressed?—Decidedly not.

In point of fact, does not the Post-office register the letters of merchants on the payment of a large sum?—Yes, and in the foreign office; that is the exception to the general rule; and if I had had the question to consider for the first time, I should have paused before I consented to it. If I am asked why I did not do it away, my answer would be, that I found it had been the practice from time immemorial; that it was approved of by the Commissioners of the Revenue Inquiry in 1788, and the fee, in consequence of their recommendation, was, under the new establishment, to be eventually brought to the credit of the public, instead of being, as it was at that time, given as a fee to the clerks. The receipt from the Post-office states that it is not answerable; they are very few in number, perhaps 20 in a quarter, and I believe they are registered, not perhaps so much for security as to enable the party to effect his insurance at a cheaper rate. I believe the majority of these letters contain coupons, diamonds. A merchant goes to an insurance office and produces this receipt, which is a proof that the letter has been put into the post. I conceive that the very circumstance of putting the enormous fee of one guinea upon them is to prevent the person doing it except in cases of very large value, and to prevent its coming into general practice, which would make it impossible to dispatch the mails in time.

If you find even twenty persons are willing, at the enormous price of a guinea, to accept such a receipt without any responsibility, does not it follow that many would be willing to do it at a smaller price?—No; for it depends upon the value of the parcel. I suppose that every man who has diamonds to send from London to Frankfort, feels it worth his while to pay that guinea, but I do not believe that a person in London would think it worth his while, if you told him that it was no additional security, to pay a shilling more for a letter going from hence to Leeds. I began by taking the words of the French themselves, that it is no real security, but only moral: my idea of moral security is to take care that the persons in the Post-office are men of good character when brought in, and that they are well looked after.

If it is no security, how does your Grace account for the extremely pertinent fact of the insurance being taken on better terms, even when in fact there was no responsibility?—It is a security to the insurance-office that the letter has been put into the post. A man would not insure a letter, going from hence to Leeds for instance; for if he only wants to be certain that it was put into the post, he takes care to put it in himself, or to entrust it to some one in whom he has confidence; but the object as to these valuable packages going abroad, is to satisfy the insurance-offices or the sender's correspondent, that the letter has been put into the Post-office.

Setting aside the principle of justice, do you not consider that the allowing such a registry might be a very probable means of increasing the revenue?—I think that more postage might be drawn from the pockets of the people, but that it would be of no advantage to the revenue, for that the expenditure of the department must be very greatly increased, and that on that ground it would be very objectionable.

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You state as one of your objections, that it would be involving a liability which does not now exist?—The Post-office is decidedly not liable, and ought not to be liable, in my opinion.

The present form of the receipt, you conceive, frees the Post-office from any liability?—I do.

Supposing it was found by experience that there was a great demand on the part of England, for the registering letters at a small expense, without attaching liability to the office, would that remove the objection you stated, on the score of justice?—Most decidedly not; for I should think it wrong to be party to that which would only be a delusion, in inducing the public to pay a high rate of postage, upon the plea of security, when I must know that it could not be real, but only what the French call moral security.

Would it not help the tracing of a letter?—In my opinion it could not: I think it would lead the office often wrong.

Your Grace is aware that an Act passed last year, establishing a reciprocity as regarded the circulation of newspapers in France and England; you are aware also that no step has been taken by the French Government to make the declaration required by that Act previous to our coming to a similar determination in this country; was it your Grace's expectation, that immediately on the passing of that Act, such a communication would be made from the French Post-office to this country?—I proposed the measure myself to the Chancellor of the Exchequer, previous to the Bill having gone through the House of Commons; I was in Paris and spoke to the Director-general of the French posts upon the subject, and he promised me to communicate with the Minister of Finance. Prior to my leaving Paris, I saw the Director-general again, who told me that the French Government would, immediately upon our Act being carried, permit the English newspapers to go free through France, on my undertaking to allow the French newspapers to go free through England. I am therefore very much disappointed at hearing that the French Government has not carried into execution that pledge which they made to me as Postmaster-general.

That pledge was made distinctly, separately from any pledge on your part to execute any other proposition of theirs, which regarded the communications between the two offices?—Most decidedly; I told the Director-general of the Posts, after he had made the pledge to me, that if I could do anything which would be of advantage to the French, without being of detriment to this country, I should be most happy to do so; and that if there were any points which I had deemed inadmissible before, that if he would give me stronger arguments than he had before, that I should have great pleasure in revising my former opinions: and I think the English Government ought to call on the French Government now to redeem that pledge without loss of time.

There is one question which concerns the safe delivery of letters; you are probably aware that in a recent prosecution by the Post-office there was a recommendation to mercy on the part of the jury, in consequence of the supposed less security which attached to paid letters than to unpaid letters, which the jury conceived to place temptation in the way of letter-carriers. Supposing that to be the case, from your experience in this office, what remedy would you suggest for that which appears to be an evil felt by the public?—I was not aware that there was such a recommendation, and certainly not when I was in office; but in my opinion there is as much security for the paid and franked letters as for the unpaid.

The Commissioners will be happy to hear any general suggestions your Grace may have to offer, either for improvements in the internal communication or in the communication with foreign parts, or any practical reductions in the rate of postage?—The Commissioners are of course aware that the Postmaster-general acts entirely under the control of the Lords of the Treasury, who do exercise a very active superintendence over him. Although the Post-office may not be absolutely called a board of revenue, it is to be taken as one. The principle that the Postmaster-general is not to recommend the expenditure of the public money unless there is some chance of getting a return at the present moment, or at some future period, I believe that principle is maintained in the minute of the Treasury under which you now act; the consequence of this principle was, that I never felt myself at liberty to propose to the Treasury to lay out large sums of money with very little prospect of getting a return, except upon some occasions where the importance of the subject appeared to me to justify a departure from the general rule; if my hands had been free, and the Treasury had told me that the acceleration of communication was the sole object, and independent of revenue, there is no saying what might not have been done, for which I may appeal to what has been accomplished for the public convenience with the restricted view upon which alone I was justified in proceeding. I departed from the general rule upon some occasions, and the Treasury sanctioned it; for instance, the extension of the delivery of general-post letters to a circle of three miles from the General Post-office; increasing the number of accelerators to convey the letter carriers; increasing the number of general-post letter carriers, to effect an earlier delivery of letters; extending the twopenny-post to 12 miles from the Post-office; also giving a free delivery within all the post towns in England, Ireland, and Scotland; and in accelerating many of the mails. The Post-office department is one which in my opinion has gone with the spirit of the times; it makes daily improvements, and I have no doubt will continue to do so. I was in communication with the Government as to the establishment of steam communications with Jamaica and the West Indies.

Should you say, from your experience, that the limitation in the instructions to the Postmaster-general was wholesome, or that it would be better that the Postmaster-general should

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should only consider public accommodation, and that the check on the expense should come from the Treasury?—That is a question of general policy; my opinion is, that the Post-office ought not to be considered solely as an object of revenue; but I think in the present day the Exchequer could not afford to give up a great portion of that derived from the Post-office.

With regard to foreign communication, has your Grace any suggestions to make?—I think an arrangement ought to be made, if possible, with the Spanish government, so that the English letters might once a week go to Vigo instead of going through France.

Would it satisfy the English merchant to have but one communication a week?—There are two communications a week from Paris to Madrid; I should not wish to debar the English merchants from sending their letters through France if they pleased, but I should wish to give them an opportunity of sending them by Vigo, if they preferred that route.

Do they not always prefer the shorter distance by sea in every instance?—It might at times be very convenient to the merchants to have the route by Vigo open.

Have you any idea as to the relative time taken by those two routes?—I do not remember the details at this moment; indeed, the state of the Peninsula was such, that nothing could be done in it.

Does your Grace think, that without injury to the revenue, putting that guard on any proposition, the rate of inland postage might in any respect be reduced?—I think that it would be advisable to revise the rates of postage for short distances. I think that would give great satisfaction to the public, and that the revenue might not suffer much by it.

What do you call short distances?—I should say about 30 miles.

Would not there be great complaints from merchants living in Manchester and other distant places?—I should not increase their postage; the Manchester public would have equally the benefit with others. A great deal of communication takes place between Manchester and the neighbourhood, on which they would be saved a part of their postage. I apply my answer to all short distances, not merely round London.

Would you propose to extend the system of short postage, or to reduce the rates of the general postage?—I should propose to reduce the rates of the general postage upon short distances.

Do you believe there is much evasion of the post within short distances?—I think there is.

That is one of the reasons why you think that a reduction which might prevent the temptation to evasion might occasion there being no great loss of revenue?—That is my opinion. I had a conversation upon this subject with the Chancellor of the Exchequer shortly before I quitted office; but these are subjects on which the Postmaster-general can act only in concurrence with the Treasury.

If you reduce the short postages, must not you make a gap between that scale and the present scale where it would commence?—Yes, to a certain degree.

Do you conceive that the present rate of postage does fall hardly on those whose letters come a short distance?—I think it does.

The person next beyond the extent of the three-penny post pays 5*d.*?—The lowest rate of the general post is 4*d.*

Appendix, No. 7.

EVIDENCE of His Grace the Duke of *Richmond.*

Appendix, No. 7.

[This Evidence relates solely to the Mail-Coach Department and Packets.]

Appendix, No. 8.

EVIDENCE of *Wynn Ellis*, Esq., M. P.; 6 November 1834.

Appendix, No. 8.

Evidence of *Wynn Ellis*, Esq. M. P. 6 November 1834.

YOU have a good deal of communication, in the course of your concerns, with France, have not you?—Considerable.

The Commissioners will be glad to hear your opinion as to some proposed alterations in the mode of conducting the postage account between England and France: it is proposed that the writer of a letter to France should have the option of paying the postage in England, as at present, or of paying the inland French postage, in addition to the present postage paid in England; or of sending his letter without any payment in England, leaving the whole postage to be paid by the person to whom the letter is addressed in France, and *vice versâ*, for writers in France?—It appears to me at once that the more convenient course would be, that we should be allowed to put letters into the post here for France, as we do for any part of England. I think there can be no question that it would be a very great commercial convenience; and, speaking from my own experience, I should say a very decided improvement. In what way the revenue of the Post-office may be affected I cannot positively say.

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Evidence of *Wynn Ellis*, Esq. M.P.
6 November 1834.

As regards yourself and your own house, you would consider it a convenience, as this proposal would leave you the power to put in your letter without paying anything, or paying the English postage here, or paying the whole postage to Paris; do you see any objection to leaving the three methods open to individuals?—No; I think that would be a great convenience, and much increase correspondence.

If you had the option of putting letters into the office without paying, your correspondents would have the same opportunity in Paris?—Certainly.

Notwithstanding that, you think it would be a beneficial arrangement?—I do.

You do not expect that you should be overwhelmed with letters from France?—We must use discretion; we do that now. When letters arrive, if we know the parties to be respectable, we take them, if not, we refuse to do so. Persons will avail themselves of the opportunity of sending patterns, and it may be a great convenience to men of business to receive those patterns. I am looking at it as a question of business, not relating to private correspondence. I think it may be a great consideration beyond the question of convenience; for as we stand in need of improvement, and are behind the French people in matters of taste, it would be a very great advantage to be able to receive patterns; and many persons would gladly pay the postage of a letter, though they did not desire to order any goods, merely for the purpose of receiving the pattern; and I think, though in the first instance the postage may be 2*s.* 4*d.* instead of 1*s.* 2*d.*, yet as we should not have to pay the postage of letters going out of this country, we should not be losers.

You say you never now take in a letter without knowing the handwriting?—No; for the inland postage on a letter containing enclosures is 3*s.* 6*d.*

It is the custom between correspondents in this country and France to put a stamp on their letters, is it not?—Yes, frequently they do; if we know the stamp we receive the letters.

You think this proposed alteration would afford increased facility to communication between the two countries, both as to business and general correspondence, and you see no objection to it?—I see no objection whatever to it; on the contrary, I think it would be a decided improvement. I was not aware of the object of the examination; but I think it requires but little reflection; how far it might interfere with private correspondence, I cannot say, but probably many persons receiving letters from France may consider 2*s.* 4*d.* as too considerable a sum; and that if they did not believe the letter to be of importance to them, it would be refused. There are many to whom that sum would be a consideration, and that might tend to check the private correspondence.

The power being proposed of freeing a letter from hence to Paris to persons addressing themselves to public functionaries and others who may have the habit of rejecting letters unless they have been post-paid, would be of advantage, would it not?—Undoubtedly.

The objection you feel as to private correspondence would apply in some degree to letters from the north of Scotland, or Ireland?—Undoubtedly. I conceive the letters on business would very greatly exceed those in private correspondence. Letters on matters of business would certainly increase; it is not equally certain that private correspondence would diminish.

You are not aware what would be the general opinion of persons in business on the alteration of the Post-office regulations between the two countries?—I have never conversed with any men of business on the subject; but I have no doubt that men of business wish that there should be the least possible impediment in their way, and it would be a great convenience instead of having to send instructions to pay for this letter, and not for that, that the whole should be sent as letters for England are, without instructions to pay, or any necessity for paying.

Are you in the habit of registering any of your letters at the Post-office?—No; never.

Do you think it would be a matter of convenience in trade if such a system were established as in France, where the office, without incurring any responsibility on their part, takes down the address of a letter, and gives a detached piece of paper acknowledging the receipt of it, asking double postage in consequence of such operation?—I do not perceive what advantage it would be.

Appendix, No. 9.

EVIDENCE of *William Mellish*, Esq., 6th November 1834.

Appendix, No. 9.

Evidence of *William Mellish*, Esq.
6 November 1834.

THE Commissioners are desirous to ask you respecting a communication you had with the secretary of the Post office with regard to optional payment on letters between France and England, the secretary of the Post-office requested you to endeavour to obtain the opinions of some of the merchants upon that subject?—Yes.

You stated, when you returned such answers as you had procured, that they were not all completed; but you stated as the result of the decided opinion of yourself, and the majority of the gentlemen that you consulted, that the present system was preferred to the one proposed; have you since been in the way of obtaining further information upon that subject?—Since the time that I communicated with Mr. Freeling upon that subject, I have seen no reason to alter my opinion; at the same time I have had no communication with the merchants upon the subject.

You

Appendix, No. 9.

Evidence of *William Mellish*, Esq. 6 November 1834.

You have a decided opinion that that would not be favourable?—I agreed with the majority.

Have the goodness to state your reasons?—That we should be inundated with letters, if we were obliged to pay postage. I should have, I have no doubt, pounds a week to pay.

Would you have any objection to payment on this side, of the whole postage?—My own opinion upon that (but I had better perhaps take the opinion of others) is, that it would be rather an inconvenience, for we might have the postage we paid here to collect from our correspondents, and it would be much better they should pay it themselves.

Were the gentlemen whose opinions you took principally merchants or manufacturers? —They were, I believe, all merchants.

Are they principally what are called commission agents?—They are commission agents, and may do business for their own account; I cannot tell the business of each, they are merchants in general business.

The reason you have stated, the being burthened with unnecessary correspondence, is the principal reason?—It is.

Does not that apply in a great measure to the present system of internal communication; does not the same reason induce unnecessary correspondence?—I think it does not; if every man who is selling any article in France feels that his postages will be paid here, he will send plenty of letters; now they cheat the Post-office, sending them by private hand, and issuing them here, they do not always cheat the Post-office indeed, for most of those houses having agents here, those agents print the prices here and send them round without any expense to us, whereas if it were the other way we should have the postages to pay.

It is with regard to that particular description of business carried on by the persons you were good enough to consult, that the objection applies, and not to the public generally?— It would have the same effect on the public generally as it would with respect to those individuals, for private individuals would have letters.

With regard to the public generally, would it apply in a stronger degree in the present system of internal communication?—It is impossible to say exactly what the effect would be, it would appear that it ought not to have that effect.

Are you not as subject to circulars from persons carrying on business in Edinburgh and Dublin, as from foreign merchants?—No, I think not: we have never been plagued with correspondence from them.

The payment at Paris is a check on unnecessary correspondence?—Certainly.

Does it come within your own knowledge, whether, as the objection you feel to the proposal is the likelihood of being inundated with letters from manufacturers in France, the manufacturers in England might or not, on the other side, wish it, as affording facilities to correspondents abroad?—I really cannot say what the manufacturers here might wish, but with regard to myself and the majority of those whom I consulted, they were of the opinion I have expressed.

Will you have the goodness to explain what you consider to be the objection stated in the letter now shown to you?—I am not acquainted with the charge in France, therefore I cannot answer that question.

Appendix, No. 10.

EVIDENCE of *Joseph Marryat*, Esq. M.P., 8th November 1834.

Appendix, No. 10.

Evidence of *Joseph Marryat*, Esq. M.P. 8 November 1834.

YOU are aware that in writing to France you are obliged to pay the English postage, and that you can pay no more; the proposed alteration is to give the power of doing that, or of paying the whole postage to France, or of leaving you the power, as in internal communication, to throw the letter into the box, leaving the whole to be paid by your correspondent. The Commissioners understand that your house have returned an answer approving of those proposed alterations; what is your opinion upon that subject?—We are in the habit of receiving a great deal of transit correspondence, letters from the Continent to send to the West Indies, and *vice versâ*. I think if some arrangement was made by which the postage could be charged on to the West Indies, without being paid in transitu, it would be advantageous, otherwise I should not like the change, for we should have an immense number of letters sent to us from the Continent to send on, in cases where we should be sorry to pay it; I should be obliged to throw them into the dead-letter office; if there was the power of the postage being charged on to the West Indies, that would remove the objection.

Would not the converse be a convenience to you, to be able to pay the whole postage of your letter to its destination in France on putting it into the box?—If we could charge the packet postage, or they might pass through the Post-office at once, but if persons are obliged to pay 2*s.* 2*d.* for the packet postage, and then 1*s.* 2*d.* in sending it to France, that would be inconvenient.

Have you much communication with France, except as intermediate between the West Indies and France?—We have some, but that is the principal.

Your objection to the alteration would apply to that part of the correspondence which is in transit?—If the proposed alteration could be allowed to extend further, I should approve of it.

Would

Appendix, No. 10.

Evidence of *Joseph Marryat*, Esq., M.P. 8 November 1834.

Would it be a convenience to you to be allowed to pay the whole postage to Paris?—It would, in many cases.

Would it be a convenience that you should be able to receive a letter, paying the whole of the postage?—It would be a convenience to the party there to leave me to pay the whole of the postage, but it would not be a convenience to me; the only check now on unnecessary correspondence is that they are obliged to pay a part of the postage; it would increase the number of letters written from abroad, and would increase the number sent to the dead-letter office.

In point of fact that would put it on the same footing as the internal communication in this country; the same objection would apply to correspondents with Dublin or Edinburgh. By the present system of internal communication, you would have either to refuse a letter or return it to the dead-letter office?—In internal communication we have the power of recovering it from the correspondent.

How have you a greater opportunity of recovering your postage against a correspondent in Ireland or Scotland?—We should in many cases know the parties.

Supposing the letter was sent by a stranger?—It does not so much apply to me, because I receive my letters free, being in Parliament.

Would you rather that the communication with France remained upon its present footing, or that the alteration took place?—Personally, I should rather that it remained as it is, unless it is accompanied with an alteration as to the transit postage.

Have you any means of ascertaining whether an option as to the payment of postage would be considered as a matter of general public convenience?—There is a great deal of difference of opinion upon that; there are hardly two agree; I have spoken to many upon it latterly.

Have you any suggestions to make as to improvements in the communication between this country and the Continent?—No, merely as to the transit, and it would increase the number of letters, if a person knew that a letter put into the post-office would arrive at its destination through the packet.

Is it a great object to be able to register your letters in London on the payment of an extra postage between this and Paris, the Post-office not being answerable for the safety of the letter registered?—There would be a convenience, but I have not experience enough upon that subject to enter particularly into it: there is a general idea that a letter being registered, it goes safer than a letter put in in the common way; I do not know on what that is founded.

You would not object to the paying an extra postage for that?—If there is an extra security afforded, I should not object, but if we get no extra security, I should not like to pay an extra postage.

Appendix, No. 11.

EVIDENCE of *Edward Harman*, Esq., 8th November 1834.

Appendix, No. 11.

Evidence of *Edward Harman*, Esq. 8 November 1834.

THE Commissioners have seen your name to a communication which took place some time since, on the part of the Post-office, through Mr. Mellish, who was requested to collect opinions in respect of the proposed alterations in the communication between this country and France?—I recollect our being applied to.

The proposed alteration was, either that the correspondent here should have the power of paying the English postage merely, as he does at present, or that he should have the power of paying the whole postage, or that he should have the option of throwing the letter into the box, the whole postage being paid on its receipt; will you have the goodness to state whether you think an alteration, giving the option of those three, would be preferable to the present arrangement?—We have considered the subject a good deal as respects merchants, and it does not strike us there would be any particular advantage; it is true there would be less trouble in putting the letters into the Post-office than waiting at the window to pay with them, and we should have less postage to pay; I think those are the two principal points which occur to us.

Your correspondent in Paris would have the power of sending you a letter, the whole postage of which would come upon the receiver, it being reciprocal?—I do not think it would be material, as applied to our correspondents.

You think it would not increase unnecessarily the degree of postage?—I do not know that it would increase the postage.

Paying the postage in Paris is a check, is it not, on unnecessary correspondence?—Where the correspondence is carried on for their account; it is immaterial to us who act as commission merchants, which is the principal part of our business, transacting it for foreign houses, of course the postage is charged to them.

How do you think it would operate in regard to the public, placing the communication between France and England on the footing in which it is between two parts of the United empire?—I think it would be an advantage to private individuals, for many persons are not aware of the necessity of paying the postage here, and sometimes the letters remain, and are put on the Post-office list as not being forwarded, because the postage is not paid. I think it would be an advantage to private individuals more than to the merchants.

Have

Appendix, No. 11.

Evidence of *Edward Harman*, Esq. 8 November 1834.

Have you any means of judging what would be its effect upon the revenue?—I should say that it would be rather against the revenue; for the more received here the better.

All facilities to private correspondence are in favour of the revenue, are they not?—Certainly.

As you think it would promote correspondence in affording facilities between individuals, it might be advantageous?—I think it might; and persons are uneasy sometimes, from a fear of their letters not going forward; and they may ask a merchant or any other person who has the means of putting it into the Post-office to forward it. In the country, though there is a notice at every post-office that foreign letters must be paid with, I believe some persons are ignorant of that.

Do you not conceive that the previous payment of postage is a check in many instances on correspondence?—I should think it was.

Would it be a convenience to the merchants in Paris to be able to put in their letters there, without paying any part of the postage?—I think generally the opportunity of putting letters into the Post-office in either country without any trouble, must be a facility; formerly there was a good deal of trouble in getting foreign letters in, when the pressure of business was much greater then it is now; I recollect there was a good deal of contention at the Post-office when a merchant's clerk had a large parcel of letters, and was to pay at the window; they were contending who should get first, fearing they should be shut out.

Is there any suggestion you would wish to make, as applied to the correspondence between this country and the Continent? -There is one remark I would take the liberty of making, that is the limited extent of the facility, supposing it to take place; because, though a great many letters go to France, a great many go to Germany through France. I do not know whether it is to be understood that they would be allowed to go through the Post-office without paying the whole postage; we have many correspondents in Germany; if that facility be not given, then, in case of not paying the postage, we must inclose the letter to some correspondent in France, and desire that they will forward it; as we do sometimes.

Your last observation would rather imply a desire that the arrangement should be more extended?—I would not call it a desire. I apprehend we are not so anxious upon the subject as to press it; we would wish to afford any little information in our power. I think, in point of revenue, it would occasion an increase, as promoting correspondence; but that is rather for the Government to consider, than for me to suggest.

Appendix, No. 12.

EVIDENCE of *Julius Bordier*, Esq. 8 November 1834.

Appendix, No. 12.

Evidence of *Julius Bordier*, Esq. 8 November 1834.

YOU are aware, in consequence of a communication with Mr. Mellish, of the suggestion which has been lately made of an option in the payment of the postage between England and France, the whole being permitted to be paid on the putting in of the letter, or no part paid on the putting in of the letter, or the continuance of the present mode, of the English postage being paid in this country, and the French postage on the other side?—I am.

The Commissioners wish to have your opinion upon the expediency of affording such option to correspondents in the respective countries?—I think that there should be an option of paying the whole of the postage, or no part, on putting in a letter; it is only what is done in this country; there is only one payment; it is quite optional between England, Scotland and Ireland. There is not the slightest doubt that it must be convenient to the public, whatever it may be to the Post-office; but there is another point in reference to which it is material; I mean that in reference to the number of letters stolen by the servants or clerks, merely for the sake of pocketing the postage. I have had two examples of that this week; a house in France has been writing to me several times, but the letters have not reached; the clerk was over here the day before yesterday, and I told him a party had called upon me for a credit of which I had received no advice; he said, we have suspected one of our porters before, of having suppressed letters to keep the postage, and very likely he may have stolen these; and he then told me this: just before I was leaving Paris I saw an English lady in a carriage at the post-office giving a servant some letters to put into the post; happening to follow the servant, I saw him pocket the letters, and put the money into his pocket. I immediately went after the carriage, stopped it, and told the lady; the servant was accordingly searched, and the letters found upon his person. There have been instances here of houses having had clerks taken up for having done this very thing.

Would the affording this option, in your opinion, multiply the number of letters sent?—I think it would; and that many persons would be more willing to write when they had not anything to pay on putting them in.

You are a commission agent for houses in France?—I am a merchant connected with France and other countries.

You think anything that would facilitate correspondence would be an improvement?—Yes; if we had now to pay half the postage to Edinburgh there is no doubt persons would bitterly complain of it.

Do

Appendix, No. 12.

Evidence of *Julius Bordier*, Esq. 8 November 1834.

Do you hear complaints from your correspondents on the Continent of the present practice?—No, we do not, for they are used to it, and consider it as a matter of course.

The Commissioners wish for an explanation of a passage in a letter written by you to Mr. Mellish, in answer to his inquiry, "By the present method an overcharge of 3*d.* for the French letters, 6*d.* for the Swiss, and so on, takes place in consequence of the expense from Dover to Calais being charged twice, once by the English Government and once by the French, which overcharge would, I suppose, be saved by the new method"?—A letter to Switzerland formerly cost 1*s.* 11*d.*, and they were charged in France just the same as if they had not been franked; now it never could be discovered where the overcharge went for a long time. At Geneva they paid about two francs for the postage of a letter from England, and here we paid 1*s.* 11*d.*, the postage to France being only 1*s.* 2*d.* A house applied to the Post-office in consequence, and it was reduced to 1*s.* 8*d.*; we could not discover who pocketed the difference. The 6*d.* does not frank the letter through France. Lately it has been reduced in some measure; it was formerly about two francs, now it has been reduced to one franc, but the overcharge of 6*d.* exists still.

You state that by the present method there is an overcharge of 3*d.* on the French letters; how does that appear?—We frank the letters to Calais and the French government charge the postage from Dover, and *vice versâ*; the French packets take the letters to Dover, and do not bring any back; the English packets take the letters to Calais and do not bring any back, but they charge as if they had brought the letters both ways.

What do you pay for a single letter from hence to Paris?—One shilling and two-pence, which franks a letter to Calais, and our correspondent at Paris pays the postage from Dover; a letter from Calais to Paris costs now I believe about 6*d.*, and from Dover 11*d.*, though we frank the letter as far as Calais. If there was only one payment I suppose the double charge for the packet would not continue.

Appendix, No. 13.

EVIDENCE of *Joshua Bates*, Esq., Saturday, 8th November 1834.

Appendix, No. 13.

Evidence of *Joshua Bates*, Esq. 8 November 1834.

WILL you favour the Commissioners with your opinion on a point now under consideration, connected with the Post-office communication between this country and France; at present you are aware the correspondent with France is obliged to pay the English postage, and has not the option of paying more; in lieu of that arrangement the proposed alteration is, that the writer of a letter to France should have the option of paying the postage in England, as at present, or of paying the inland French postage in addition to the postage now paid in England; or of sending his letters without any payment in England, leaving the whole postage to be paid by the person to whom the letter is addressed in France, and *vice versâ* in France; the proposed alteration suggests the leaving the option between those three; do you think that alteration desirable, or that it would be preferable to leave things upon their present footing?—To the two first I should say there can be no objection, but on the last there is some doubt; and as it regards persons in extensive business in London it might be very inconvenient to have a right on the other side to send letters without paying psotage, that they would have letters from all persons who might have an object in writing, and particularly to those firms who are known abroad. I suppose we should have a right to reject the letters after they have been opened, if they were unauthorized. As a matter of revenue I think the gain would be very great to leave it open; for persons do not always refuse a letter even when it is unauthorized. The trouble to merchants would at first be great.

You think that it would multiply unnecessary correspondenc?—Yes, but the same right exists throughout the United Kingdom and we do not find any great inconvenience after a time, therefore the inconveniency from the proposed change would probably cease.

In a house so well known as yours it might be very inconvenient to have letters sent to you without the payment previously to their being put into the Post-office; do you think in smaller establishments it might be so much felt?—I think in the first instance that would give a good deal of trouble; formerly I dare say it was more the practice in this country to address letters without authority to known houses, but finding no great inconvenience from it in inland letters, I dare say the inconvenience would cease after a time; no doubt a great many advertisements and lottery-office schemes would be addressed to persons known here.

Would it afford any convenience to you to have the power of throwing letters into the box without paying?—I do not know that it would; we are obliged to keep a clerk and a set of books for the purpose of charging the postage; it would not be important to us; but, generally speaking, I think it might be a convenience.

Considered as a question of revenue, you believe it would be productive?—I think all those little conveniences tend to increase the revenue: persons will write if they have nothing to pay, and people will take letters; on the Continent I think more particularly, persons may be less able to pay the postage there.

It will be a decided inconvenience to your house you think?—I think it would be an inconvenience.

You

Appendix, No. 13.

Evidence of *Joshua Bates*, Esq. 8 November 1834.

You stated that at first you would be liable to be inundated with letters; perhaps after a time that might be placed on the same footing with correspondence with people in different parts of this empire?—Precisely so; I think it would come to that.

Do you, in fact, suffer much by the facility afforded to inland communication?—We do not; and that goes against the supposition that we should by the proposed change.

Take the balance of convenience and inconvenience, do you think it would be compensated by the power of franking the letter from hence to France?—I do not think that would make much difference to us; but with regard to the inconvenience to us, I should say nothing about it if it were likely to be productive of good, for these things I think will cure themselves. With respect to the option of paying through on both sides, I think that would be a very good alteration.

Are you satisfied with the present system?—I do not think we have any great inconvenience in it to complain of; there is some little hazard in paying the postage, as money must be entrusted to clerks. This would be avoided if we could put them in without paying the postage, but I think my house now pays weekly.

Independent of any inconvenience to your house, which you do not appear inclined to press, would your opinion be that it would be considered a matter of public accommodation?—I think it would; it would give some trouble, but I think the revenue would be materially benefited by it.

Do you think it would be generally desirable, from your knowledge of the habits and operations of the merchants and manufacturers in the city, that such an alteration should take place?—My occupations do not call me much among them; not having had the object brought before me, I have not conversed with them upon the subject; but my first impression is that they would be inconvenienced by it, and therefore would not desire it.

Putting aside the question of revenue, which is a Post-office question, do you think it is a plan the merchants in general would wish for?—I cannot pretend to say what may be their opinions upon the subject; it is very probable they may be hostile to it; but I think, on reflecting upon it, they would come to the conclusion that it did not interest them very much, that it would be only the trouble of refusing for a time letters which they did not wish to take in. The proposed alteration applies to inland postage now, and certainly we do not receive any great number of unauthorized letters.

Have you anything to suggest upon the subject of foreign communications with Europe, by which such communications could be facilitated?—I do not recollect anything except what has been mentioned some time ago, that there would be greater certainty in the steam communication with Holland if the packets went from Harwich; persons have information several hours earlier than we can get it by our letters through the Post-office; the steamer is some hours in getting up the River, and a person may land at Gravesend and get to London earlier.

Do you attribute that to any delay on the part of the Post-office?—No; but it must take some time for the letter to reach the Post-office, and a person might arrive sooner with a letter given him by the captain: the passage would be much more certain from Harwich to Helvoetsluys, and shorter.

Do you think there would be any advantage to the merchants and others in the adoption in this country of the system of registration pursued in France?—Yes; there is a great deal done in American stock; we are now obliged in consequence of the want of it, to have a notary-public to come to our office and give a certificate; if we could go to the Post-office and get a registration, it would save that.

That registration would not incur any responsibility on the part of the Post-office?—Not any.

You are aware that on paying a large sum you can get a letter registered at the Post-office?—Yes, but I do not think we could get them registered as delivered on board the ship to America; if they were put into a sealed letter-bag, which sealed letter-bag the captain will take on board under the direction of the Post-office, giving his receipt, the chain of evidence would be perfect.

Would you be content to pay an additional postage for such registered letters?—Yes, certainly.

Would that also apply to your communication with France and Europe?—Yes, with respect to all places where evidence of dispatching the letters is required.

Would it be an object to have a letter registered between this and Paris?—Yes; where we are sending a great number of certificates of French stock, in case the letter were lost there would be the means of proving it was put into the Post-office, and that if it was embezzled, it was on the other side.

There is a means of registering now; do you think that too expensive?—We pay it now; we adopt that method in cases in which the occasion calls for it.

Appendix, No. 14.

EVIDENCE of *William Sampson*, Esq., 10th November 1834.

Appendix, No. 14.

Evidence of *William Sampson*, Esq. 10 November 1834.

WILL you have the goodness to give the Commissioners your opinion on the optional payment of the postage to France?—I have thought of it a good deal, the question being proposed to me last year. The more I reflect upon it the more I think it would be inadvisable to change, and I will state the reason. England is the medium of correspondence with all the new states in South America, North America and India; the chief part of the correspondence comes through England. We have a great many letters to forward, and we are apprehensive, in case the French should have the option of not paying, that they will avail themselves too freely of that option, and write a great many letters, not only to all parts of the world, but to England, mere letters of advice and offers of services, which, as they cost them nothing, would be very numerous; now they hesitate, because there is a small charge of 10*d.* on the dispatch of a letter; there are not many letters written except on business. That is my chief objection. They get, perhaps, the London Directory, and some of the new establishments in France select firms and write letters to them.

You consider the present mode as a check on unnecessary correspondence?—Yes; we feel some hardship in having to pay, in our correspondence with Switzerland, Italy and Spain, the whole postage, both going and coming. The postage in Switzerland is merely to the frontier, 1 *d.*, 1 ½ *d.*, or 2 *d.*, and we pay all the rest of the postage overland through France; the consequence is that the Swiss write perhaps oftener than they need to do, and that we get the postage as well as we can. The Swiss are not particularly a mercantile country; they are a manufacturing country, and have a good many transactions less now than they had for the sale of their manufactures.

You at present pay the whole of the postage through France?—Yes; 1 *s.* 8 *d.* through France, and to the very frontier of Switzerland.

You would wish it to be put on the same footing as the correspondence with France is now?—Yes; I do not see why we should pay it: I suppose that is a matter of negotiation between the French and the Swiss Post-offices, which they have not been able to settle.

That is a French arrangement?—I presume it is matter of negotiation between us and France. Italy imposes upon the houses in England a very heavy charge. I think the hardship would be aggravated if the French houses were to have this liberty; if they would deal fairly with us and pay what they ought to pay, we should not object, but some of the French houses will not pay if they can help it.

How do you apply that hardship to the question of an optional payment with France?—I apply it in this way, though perhaps not immediately relevant, but it is an observation I made last year when I was discussing the question.

You state that letters would be sent to you, if they were capable of being thrown into the box without payment, in greater numbers, in consequence of your communication with the colonies and other countries?—Yes; we have packets to all the stations, and they have not; the only packets they have are merchant vessels, sailing periodically from Bourdeaux to Mexico.

You apprehend these would be letters directed to you?—Yes, to be forwarded by us to the colonies and settlements.

If they were such letters as you refer to you would decline forwarding them probably?—Yes, unless we knew the parties; if our own friends sent them we should have no objection to forwarding them, but we fear we should have letters from persons we do not know, and having broken the seals we cannot recover the postage.

Is not there commonly a mark set by your correspondents on their letters?—Not the least; a packet may come in a handwriting we are not acquainted with, and we cannot reject it.

Can you draw any distinction between the communications with France and the inland communications with Dublin or Cork, which you must receive, if they are sent without any part of the postage being paid?—No. I have no internal correspondence of any consequence; the only observation I have to make is, that I think the people on this side of the water deal more honestly on that subject than they do on the Continent; they take advantage of the English merchants both in Italy and in France; we should be afraid of being pestered with letters of no consequence, and we should be afraid to refuse taking them in, not knowing what they might contain.

You must be subject to circulars of a similar kind from Scotland and Ireland, are you not?—No; we have little correspondence except from Liverpool or Glasgow.

Do you do business as a commission agent?—Entirely on commission.

Setting aside the interests of merchants, do you think the public would derive an advantage from such a proposal?—I think whatever tends to facilitate intercourse would be attended with advantage to the public.

Would not individuals have to complain of unnecessary letters sent to them as well as merchants?—No, I should think not; it is private correspondence.

As a merchant you think it objectionable?—Yes, merely as a merchant.

To the public you think it would be a convenience?—I think to the public it might be a convenience.

Appendix, No. 14.

Evidence of *William Sampson*, Esq. 10 November 1834.

As a matter of revenue, if it facilitated correspondence between individuals it would increase the revenue?—Yes; but I do not know exactly what effect that might have; persons do not write private letters idly perhaps.

You are of course aware that if persons in France have the power of throwing letters into the box you would have the same power in this country; would it not be a facility to you to be able to do that?—Yes, it would; for we receive, for instance, from the United States of America a great many letters to forward to the Continent of Europe; perhaps we have some difficulty in recovering the postage; many of these letters are from parties whose names we know but with whom we have no account; they say, debit us with your postage, but we should feel it a convenience to be able to put these letters into the post without paying the postage; but I do not think that the convenience is so great as the inconvenience we should be subjected to.

There is another part of the proposal, the being able to pay the whole postage. Do you think that would be advantageous to mercantile houses?—Yes, in some cases it would; but it is the option of the non-payment I object to, for I know pretty well some French houses will avail themselves of that option by paying nothing, and put the whole charge on the London house, leaving the London house to recover it in the best way they can.

Your objection resolves itself into a fear, drawn from experience and knowledge of foreign houses, that you should be inundated with unnecessary letters?—Yes, either directly to ourselves, or to be forwarded to our or their correspondents.

Are you satisfied with the present mode?—Yes, I am.

You are decidedly of opinion this would not be an improvement?—I do not think it would be any improvement; I think it is very fair as it is. We pay a little more here than they do in France, their mode of charging is so totally different from the mode here; they charge by weight. If we have the option of paying all the way from hence to Paris, how is the charge to be made? A letter which is charged double under the English regulations perhaps pays only singly in France.

That is a difficulty rather in detail?—Yes; but the merchants will soon find out whether there is a greater profit in having the postage paid in France or here; and we know postage is a great deal cheaper in France.

You imagine the revenue would fall short?—Yes; if there was the least advantage in having the postage paid in France, it would be immediately found that the London houses would have it paid in France.

You do not mean that you pay a greater proportion according to the distance?—No; but we pay more for the postage of a letter direct from hence to Bourdeaux than a Bourdeaux house pays for a letter direct to London, and the same to Paris. We pay the same whether a letter is from Paris or Marseilles, three times the distance. My meaning is this: Of course the same postage, 1 *s.* 2 *d.*, is paid here on all letters for France, whether for Calais or Marseilles, because it is the British inland postage, and the packet postage over to Calais; but letters from Marseilles, Bourdeaux or Paris, for England, pay on their side proportionably less than we do, inasmuch as we appear to be charged with the packet postage on the letters we receive, although they are brought over by French packets. This additional charge on this side is probably for the increase of British revenue. If it is not, the French ought to pay the packet postage on their letters for England.

Have you any suggestions to make on the post-office communications between this country and abroad which would give facility to the merchants?—No; we do not mind what regulations are made if they are made positive, but it is the option we are afraid of. Let the whole postage be paid on this side; but then let the whole postage be paid on the other side. I have no objection to paying the whole postage either on the letters we receive or those we send. I am afraid if there was an option we should not be fairly dealt with by foreigners.

Appendix, No. 15.

EVIDENCE of *William Ward*, Esq.; Tuesday, 11th November 1834.

Appendix, No. 15.

Evidence of *William Ward*, Esq. 11 November 1834.

WILL you have the goodness to refer to the queries now shown you, and inform the Commissioners what is your opinion of the proposed alteration in respect of the communication with France?—I have not considered this question very much till I saw this paper; but, as a general rule, my impression is, that the object to be accomplished is that the party should have to pay that derives the benefit from the letter; then the next thing which I should endeavour to find out is, in what way that can be best accomplished. I have a little old prejudice with regard to France in commercial matters. I do not think there is that good faith and understanding of the matter, or that parties set the same value upon it as we do in this country. I should be sorry to see the two countries pitted one against another on that question. I think this country would be more likely to suffer an injury than to derive a benefit from that. I should rather be disposed to accede to the two first propositions; but without the latter part, that they are to do the same with us, I should rather, of the two, that it should stay as it is; and if I am to confer a certain advantage on their side, on the condition that I shall have the same advantage on the other side, I am not concurrent in that.

Would

Appendix, No. 15.

Evidence of *William Ward*, Esq.
11 November 1834.

Would you rather that all remained as it is now, a certain sum being paid on putting the letter in, and the same being done in France, or that the system should be altered?—It will be necessary to state perhaps in detail the different descriptions of postage a commercial party commonly pays. A young man might set up in Paris to deal in the French Stock Exchange; he might in a very unceremonious manner send to merchants here his views of the stocks, and the manner in which political events might affect them, and hoping for favours; if such letters were sent to me, I might say, I am not disposed to change my connexion for the purpose of acceding to your wish, or if I write no answer he will send me a fresh letter until I take some step to stop it. The sort of letters I should write would be to persons who employ me in this country; when they go abroad they may request me to take charge of such a business. I have connexion with them as an Englishman, and have not to seek for them abroad; but if I have to seek to recover against parties abroad, there will be a great difficulty in that, and the advantage will be much in their favour, where it is on foreign stock or colonial produce, or wines, if they can compel any person here to pay the postage.

You would have the power of course to refuse the letter?—Yes; but suppose a man receives thirty letters, the greater part of which he conceives to be on legitimate business, he will hardly distinguish that. If he might after opening it show that he gets no benefit, and have the postage back, I should have a very different opinion; but I doubt whether that is possible. It is very unjust to the merchant as it now stands, but I do not see how the Government can give it up; I do not think it can be practicable.

By opening letters which you might note in some way, you would have the power of discriminating afterwards?—That is all I can do; if a person writes for the purpose of getting me to dispatch some business which I believe is for his benefit, after a second or third letter I may request that no more may be sent.

Are you not subject to the same inconvenience as to letters written in this country?—Yes; but I think that the matter is better understood here and better acted on; the communication with England is such, that if it ever amounted to any inconvenience, I could find a London banker transacting business with a country banker, through whom I might say, "will you try to recover this postage with which I am saddled by such a person?" but when you come to the other side of the water, with a different moral feeling upon the subject, I think a considerable portion of it would be lost.

You are afraid of an influx of useless letters?—Yes; I think the best precaution against that is that the person shall pay the amount of the postage.

Have you had the means of ascertaining that there is a different moral feeling in France?—I have had many postages which I have not been able to recover; I do not mean to make a serious charge against them, but it is not viewed in France as it is here. I think the French have been trained by the former governments to look upon this as a shop-keeping country different from theirs, and it is striking that there should be so little commercial intercourse between England and France; the imports and exports are smaller than they might be expected on a fair view of the means of the two countries, such extensive countries; the trade actually between France and England is one of the most limited we have; the fact is, as to other smaller countries, of much more limited means, there is much more intercourse. I do not think that arises always from the French Government; they are willing occasionally to agree to relaxations, but very often the French people have the same feeling against free trade, and free trade has not found its way hardly between this country and France. Take Manchester and London, or Edinburgh and London, very large commercial towns, the postage amounts to a great consideration; it has reference to large accounts of trade; a man thinks before he puts a letter into the post, and in times of limited profits like the present, it becomes a greater consideration than it would be at another time. I do not think the transmission of a letter is viewed in the same careful manner abroad as it would be in those towns; it is regarded here certainly, and is just the same as with bankers, a few days' interest is regarded more than it used to be; these little economies are indispensable.

Might not a greater facility be the means of producing a better understanding on these points?—Yes; there is no doubt these facilities are worth aiming at, but I am addressing myself to present advantage, as I find things in existence: it may be said likewise, that few improvements can be attempted without some chance of its not pressing on some one; but at the present moment my opinion is, that the balance would be greatly against this country. I will mention one circumstance with regard to postage: A man in Edinburgh, for instance, would not only have to apprize such a person there is such a purchase or such a sale, but he will have a transmission of funds; he will take care that it shall come under the description of a single letter, saying perhaps, "Apply to Messrs. Masterman, and you will find 100 *l.* to your credit;" that would occur to a Scotchman in a moment. In France they would put us to the expense of a bill of exchange, and a double postage probably would take place.

The object of the Commissioners has been to gain the opinions of mercantile men, and some have expressed an opinion that the inconvenience they would sustain is only temporary, while the accommodation given to the public would be lasting and worth aiming at; does your opinion at all concur with that view?—No; I rather doubt whether the effort would be worth making; if my own immediate interest were depending upon it, I doubt whether I should make the attempt.

With regard to the public in general, independent of commercial transactions, do you not think it would be an accommodation?—Yes, I think it very often would, certainly; there are persons living in France depending on a purse, in England they have to draw their

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their bills, or the party may have to remit; it is a convenience that the party should receive such a sum without any deduction; there are many dealings of that description where families have intercourse with one another where I think it might be convenient.

Do you think the convenience would lie on those residing in France?—No; there is almost every variety; there are persons residing in France whose dividends I receive; a man knowing I had to receive a dividend would say, Let me draw a clear sum of 20*l.*; he knows that there is precisely so much, and he had rather not mix up anything else so as to have any account at all; that would be a convenience to that man. There is many a man who resides in England who has money in the French funds; he would like to have the convenience that the person who receives his dividends should have no account with him; he makes his payment to have it conveyed gratuitously to him in France. I name Paris and London for this reason, that the national debts payable in London and in Paris are the two largest, and there are notoriously persons residing in France who have an interest in the English funds, and persons residing in England who have an interest in the French funds, then to allow the two parties to have an option where to pay the postage would be valuable. Before the interruption at Brussels I dare say the postage between this country and Brussels must have been very considerable; there are many English families there residing on English means, and they will learn these economies by little and little; they will do so in a certain time, which is the cheapest, and what extent they can carry economy. I do not doubt these are advantages that would eventually be worth something to individuals, but then to connect that so as to say how much the individuals would suffer, and how much the nation would lose, is not very easy. I had rather confine myself to the advantage to individuals, and leave the State to judge whether it is worth risking so much revenue to accomplish so much convenience to individuals.

Considering it generally, might it not be a benefit to the revenue; is not the postage evaded by persons who prefer a private conveyance to paying for the letters they put in?—Yes, no doubt it is.

You think that they might trespass upon their correspondents, provided they themselves had no expense in putting the letters into the Post-office?—Yes; I am afraid a good view cannot be got of this without dividing the letters into classes. I should exercise the best discretion in limiting myself to my own particular situation; I mention that as being what I should call the leading feature between the two countries, these classes of persons having each property in the other country. There are no doubt many men who would be benefited by having their quarter's income without having any correspondence with the person receiving their dividends; I have frequently received considerable dividends for persons who desire it may not be known where they are.

To these parties the liberty of paying the postage would be desirable?—No doubt.

Might it not be an advantage to the English manufacturers?—Unhappily the English manufacturers do not supply France so much as they do some other countries; but a manufacturer sometimes uses the Post-office for more than absolutely letters, for he can transmit patterns between this country and Belgium, as well as France; there is considerable rivalry in some things, and, like some rivals, they like to know what their neighbour is doing. An easy communication for purposes of that kind would be very advantageous, and I have no doubt that class of persons would never grudge a postage for a packet sent to him if he could derive a benefit from it.

What is the nature of your intercourse with France?—It has been, in a good measure, exchange and banking business, and transactions in the public securities, by way of remittance.

Have you ever done business as a commission agent?—Yes.

What is your opinion upon this proposition, upon the whole?—I am rather unfavourable to it myself, but that very likely emanates from my connexion with the particular line of business in which I am engaged; it does not follow that others may not derive a benefit. To all the class of persons possessing property in the other country I think it would be a great convenience. Then I should try the next class of persons who may be affected, and I would rather not enter into those distinct from my own business.

Upon the general conclusions you are so well able to form, should you say that it would increase or decrease the revenue?—There is no doubt a man may write me letters very detrimental to me, and yet the State might benefit to that extent.

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EVIDENCE of Captain *James Goddard Doran*, 10th November 1834.

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Evidence of Capt. *J. G. Doran*, 10 November 1834.

YOU are concerned in the management of the General Steam Navigation Company?—I am.

You have had some contract with the Post-office, have you not?—Yes, one contract with the Post-office, which stands in my own name at present.

You are just making a new contract with the Post-office?—Yes, by the company; that is for the conveyance of the mails between London and Hamburgh and London and Holland.

What is the date of the first contract made in your own name?—I think the 15th of September 1832, a contract for one year.

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That was to Hamburgh?—To Hamburgh and Holland.

It was made between the Postmaster-General on the one side, and yourself on the other?—Yes.

Have the goodness to state to the Commissioners the terms of that contract?—The terms were 16,000*l.* a-year for the conveyance of the mails to and from London and Holland twice a week throughout the year, and once a week between London and Hamburgh throughout the year, and twice a week to Hamburgh during the six summer months, and during the winter so long as the navigation keeps open: 150*l.* a week was to be given for this second winter voyage to Hamburgh, which was called an extra voyage, the terms of the contract being twice a week to Hamburgh during the summer months, once a week certain during the winter months, and the extra voyage depending on the state of the weather, which was to be paid for extra at the rate of 150*l.*

What were the conditions imposed by the Post-office, with a view to the execution of the service contracted for?—That the vessels should be liable to the survey of the officers of the Post-office; that the guard should have a separate and secure place for the deposit of the mails and for his own convenience; that if the weather should not permit the Holland mails to be taken to Rotterdam, they were to be landed at Cattwyck or Schevelling, or any other convenient place on the coast, that the Hamburgh mails, in case of frost in the Elbe, should be landed at Cuxhaven or Heligoland; and that the vessels should always be forthcoming.

How many vessels have you at your command?—I have the whole of the vessels of the Steam Navigation Company, to a certain degree, under my command, because though the contract was with me, it was known I held it as a large shareholder and a director and trustee of the company; I had therefore the whole of the vessels of the Steam Navigation Company, to a certain degree, under my control, the company receiving the benefit of it.

How many are there?—During the last winter, for instance, I think not less than eight vessels were on the Hamburgh station alone, in December last, but ordinarily four vessels on the Hamburgh station and three on the Holland station.

What discretion have you left as to sailing from the River; what latitude of hours?—The Rotterdam mail starts at seven o'clock in the morning.

Do you always sail at seven?—Yes, unless detained by the Foreign Office, which happens occasionally.

To Hamburgh?—Yes, according to the tide in the port of London.

Has a thick fog ever prevented your sailing?—I am confident it must.

Did the contract say anything as to an allowance of time in the River?—No; the vessels in fact always did run; I believe they were occasionally detained some hours.

Is there ever weather that you could not put on your steam and start from the River?—In case of a fog, or when the upper part of the River might have been frozen, (that has not occurred during the contract,) it might have been very imprudent to leave the River. They have brought up at Sheerness to my knowledge.

Your boats are very fine boats?—They are.

As fine as possible?—We are continually making improvements. With respect to the Hamburgh mail, in case of bad weather the mails were to be landed at Cuxhaven or Heligoland according to the weather.

Are you allowed to take freight?—Yes.

Have you ever turned your attention to the practicability of extending these contracts with the Post-office to other communications on a larger scale?—Yes, certainly.

Will you have the goodness to state to what extent you have contemplated the possibility of the extension of the contracts with your company?—During the last spring we did contemplate the taking the mails to the West Indies.

Did you ever submit that to the Admiralty?—I am not quite certain whether there was any communication on the part of any of my colleagues or not; I think the merchants made application to the Admiralty.

What number of packets should be engaged in each service in the Post-office?—We shall have certainly 12 vessels ready for both the services. Four vessels, under ordinary circumstances, will do the duty to Hamburgh, and there are now three employed on the Rotterdam station; but there ought not to be less than five for the winter available for the Holland mails, and not less than seven for the Hamburgh mails.

What were the alterations made in the new contract?—There were circumstances which made it expedient in the first instance that I should have the contract entirely on my own hands. A letter I wrote to the assistant secretary on the 22d July last explains part of those reasons; I would refer to that letter for those reasons.

You have no doubt had your attention called to the evidence of Mr. Attwood and Mr. Brocklebank before the Commissioners of the Revenue Inquiry?—Yes.

Have you their evidence sufficiently in recollection to say whether you agree with them?—I do not entirely.

They refer to the difficulties of getting out of the River, and the interruption by fog and by night?—To a certain degree I concur with them: I imagine that it may be safer to go at three o'clock on a clear morning than at six in the morning when the Pool is full of vessels. I was detained once, in "the City of Hamburgh," nearly 20 or 25 minutes in the Pool, the vessel starting at six o'clock in the morning; it was a flood tide, and at Rotherhithe the space was so exceedingly small she could not possibly get forward; by means of very good management no accident occurred; it may be better therefore, under some particular circumstances, to start in the night with a large vessel than in the morning.

Have you known your vessels stopped with a fog?—Yes.

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Capt. *J. G. Doran*, 10 November 1834.

So as to lose their passage?—No.

Would it be expedient to contract in particular terms to start at a particular hour from the River the whole year round?—I think it would be exceedingly imprudent to bind ourselves to start at a certain hour all the year round.

Would you undertake, in a large contract with Government, to submit to these regulations, that you should always have your boats ready to sail at a certain time, and be ready to sail at a moment, so that the same regularity of proceeding should apply to your boats carrying the mails as at this moment is enforced with the Post-office packets?—I should think not; but the managing director of the company, who is intimately acquainted with the circumstances of the River, will speak more certainly to that.

Mr. Attwood has said, "We should undertake to deliver the mails with equal regularity, and be bound by any reasonable condition or penalty to do so;" would you give the same answer?—I should think not; this is river navigation, and there must be provision made for the occurrence of a fog; going down that part of the River called the Pool with a large vessel on an ebb tide is exceedingly dangerous, therefore, before our vessels conveyed the mails, the Hamburgh vessels always started as they do now, according to the tide.

Your answer applies merely to the River, from which Post-office vessels do not start; you would be ready to agree to sail on the same terms as they do from the places from which they do start?—I should think so.

From whence do you start?—From the Custom-house and the Tower.

You have a latitude of hours for taking on board the mails?—The mails proceed on board at one o'clock in the morning; but the Post-office is in possession of information upon that subject, which I think will be very conclusive. I caused, in the month of April last, letters to be written to all the captains, asking them whether it was possible to start always at one o'clock in the morning, during every sort of weather, and at all times of the tide; there were answers from six or seven of the best of the captains, that they certainly could start, but it would be most unsafe to do so.

Has your company any other establishment except that in the River?—We have a smal establishment at Brighton and Dieppe.

You have none at Dover?—No.

You have never been tempted to try an establishment at Dover?—We never have tried Dover at all.

Are you building any new vessels?—One vessel.

What is your average passage to the Nore?—I should say between five and six hours.

Your pace on the River is regulated now?—Yes; there is an order from the Lord Mayor upon that subject.

How far is your pace regulated down the River?—I think to Deptford.

Have you ever turned your mind to any offers of taking contracts for other passages except that to the West Indies?—Mr. Attwood was in communication with the Commissioners of Revenue Inquiry in the year 1829, for, I think, Calais and Ostend.

You are not prepared to speak on the terms which would be proposed by the company?—No, I am not at the present moment.

Has an alteration been made in the terms of the present contract with the company of late?—Yes; the first contract was for a year; the second, a verbal agreement between the Duke of Richmond and myself, on lower terms; 15,000 *l.* a year instead of 16,000 *l.*

Your present contract is more in favour of the Post-office than the last?—Yes, it is 1,000 *l.* a year in favour of the public.

Has there been a great increase of late years in the number of steam-vessels going out of the port of London?—A very large increase has taken place in the port of London; and it is increasing in the same proportion between Liverpool and Ireland; but that will appear best from the Parliamentary Returns.

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EVIDENCE of Captain *George Evan Davis*; 11th November 1834.

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Evidence of *George E. Davis*, 11 November 1834.

YOU are captain of one of the packets on the Holyhead station, the Gulnare?—I am.

The Commissioners wish in the first place to ask your opinion with regard to a question which has been lately raised, namely, the practicability of using Howth as a packet station in preference to Kingstown?—I have brought up with me a chart of the harbour (*producing the same*). This is a copy of the original survey of Howth Harbour, presented to Captain Skinner by Mr. Rennie, and contains the original soundings, as they were laid down before the harbour began to be used by the packets. I will proceed to show the changes which have taken place since that. Immediately behind the pier-head, and near the mouth of the harbour, are rocks; then the extent of sand, Belldoyle Spit, is materially altered; the sand has increased almost across the mouth of the harbour. Before we can get a vessel to in passing round the head of the pier, we are on the tail of the sand; they have been dredging it away, but it grows up again.

What is the extent to which the passage has been decreased?—That sand has increased 500 yards in nine years.

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It cannot be removed?—It is totally impossible to remove it. It is an immense mass of sea sand, which has gone on increasing ever since I have known it. There was a vessel wrecked just on that spot, which was then the extreme point of the sand-bank; it is to be seen to this day, and by that we see the extent to which it has increased.

What depth of water is there in the harbour?—The depth of water at the entrance of the harbour is about eight feet six, at low water spring tides, such as not to admit our packet.

Therefore of course it would be impossible for the Liverpool packets to get in?—Quite impossible.

Is it possible for the Gulnare to get in at all times?—At low water it is impossible; the packets cannot use it with that regularity which is necessary for packets. There is no doubt vessels might at different times get in.

What difference is there in the length of the passage from Holyhead to Howth or to Kingstown?—That depends upon the wind. If the wind is from the south-west we can get to Howth probably sooner by an hour and an half; but if it is not, the difference would not be more than 25 minutes.

Generally speaking, have the passages been longer since you have gone to Kingstown?—They have not been longer than the difference of distance, perhaps; for there is rather more than four miles.

But you state that the present state of the harbour of Howth is such as to prevent that constant access to it which is necessary for a packet station?—Yes.

Do you mean the packets entering the harbour at all times, and in all tides, is quite impossible?—Yes; I would not undertake to run a vessel to it at any time when there was less than half flood.

Does that apply to Kingstown also?—No; we can enter that at any hour of the day or night, and in any time of the tide.

Your vessel, the Gulnare, is the newest of the packets on that station?—Yes.

It was built by Captain Symonds, in the Chatham dock-yard?—Yes, last year.

What is the proportion of her speed, as compared with the other packets?—Her speed is probably about one-tenth less in moderate weather, when we depend upon the engine solely. The Gulnare steams nine knots, and the others will steam ten.

Does that arise from the engines not being of sufficient power for the vessel?—I conceive so.

It does not depend upon her sailing quantities?—No, she sails very well; in weather in which we use canvas I find her superior to the others. I sailed with one of the others on a very stormy day, and we beat her by 56 minutes; and if I had not split one of my sails, I should have beat her by an hour and an half.

You are acquainted with the principles of the construction of vessels for steam navigation?—I have been a long time acquainted with them; I have been 18 years acquainted with steam navigation.

What remedy would you propose for the defect in speed which you find in the Gulnare?—I would propose a very simple plan to increase the power, by doing that which has been done with the other vessels; giving her larger cylinders, giving her cylinders of 60-horse power each, and adding more weight to the safety-valve, which might be done with the present engines, I should conceive. I apprehend all the remaining parts might be retained.

Can you form any estimate of the probable expense of such an alteration?—It probably might cost from 250 *l.* to 300 *l.*, not more.

The speed on ordinary passages would by that means be considerably increased?—Very much so; that would lessen the duration of the passage; under some circumstances, it might reduce it five or six hours; it might not reduce a short passage more than a quarter of an hour.

What was the vessel you had before the Gulnare?—The Harlequin, which vessel I conceive to be the best vessel under canvas, of all the others, except the Gulnare. The Harlequin was the vessel which I beat the other day by 56 minutes.

What is the draught of water of the Gulnare?—Nine feet six abaft and eight four forward, when full.

Is that more than she was originally calculated for?—I have understood privately as an individual, it is a foot deeper, that the calculation was that she should swim a foot lighter; I do not consider, however, that the vessel is at all injured by that increase of depression.

You do not consider that the more she is brought down into the water the greater the resistance?—I think there are other advantages; that she is more steady under canvas, and better obeys her engine; I prefer that the vessel shall be deep-seated in the water.

Have you calculated what would be the increase of weight from the increase of power which you propose?—It would not be more than a ton or a ton and a half at the outside.

How much would that bring her down in the water?—It would not bring her down perceptibly at her present bearings; it would take perhaps five or six tons to produce any effect having come to her bearings.

You recollect that Captain Symonds, who built her, allows she is too deep in the water now?—Probably Captain Symonds is not so well informed as the practical captains of steam-vessels with the difference between steam-vessels and sailing-vessels; he calculated theoretically on his lines and his drafts made at a table, but when he goes to sea he will probably see the difference between his calculations, which are theory, and the putting those theories into practice.

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Have you ever represented this to the agent at Holyhead?—I have verbally mentioned that I think the power of the vessel might be increased.

When you were in the command of the Harlequin were you personally aware of the extent of repair she might require in the course of the year?—I knew perfectly well the extent of the repair, but we had no access to the accounts, but the repairs have been very little. I know only of the repair of common little accidents from the sea.

Have any of the Liverpool packets been to Holyhead to be repaired?—They have not had any extensive repair, but I believe some of them have been altered at Holyhead; one has been strengthened at Holyhead, and another has been lengthened at Liverpool.

Do you know from returns or from your own experience, the number of private packets that sail from Liverpool now?—I have not an accurate knowledge, but I have an idea that there are about 23 to 25 private packets; I think I have seen a list of that number of names published.

How are they as compared with the Post-office packets?—I conceive some of them are very fine packets; some quite equal to the Post-office packets; those built last are very fine vessels, and make very good passages when well loaded with cargoes.

Is there a great rivalry between them and the Post-office packets?—I believe there is no rivalry at present, some arrangement having been entered into, the one carrying cabin passengers alone, and the other carrying only deck passengers, and that to the owners of these packets was given the privilege of going free in the Government packets; I do not understand there to be any rivalry between the parties at all.

What do you mean by going free in the Government packets?—The owners of the private packets are permitted by the Post-office establishment a free passage in a Post-office packet to and from Liverpool and Dublin, I suppose as a portion of the compromise made sometime ago, when there was a rivalry and an opposition; they came to terms, and inasmuch as the private packets were not allowed to carry passengers, they claimed the privilege of going in the Government packets.

Do you know anything of the date and circumstance of that compromise?—No; it was three or four years ago; it was the subject of a good deal of conversation; they lowered their fares very much.

You refer to the compromise between the Post-office and the steam-packet companies plying between Liverpool and Ireland?—Yes.

It would be open of course to any new company to send packets carrying cabin-passengers?—Certainly. I should state that one private steam-packet at Liverpool does now carry cabin passengers.

Do you conceive there would be a great competition if any did?—I have no doubt of it. I have been owner of a steam-packet and agent and commander of steam-packets for 13 years, and I had property in the Liverpool steam-packets before I joined this, and if I had shares in private packets again, I should be glad to see the Government packets removed.

Have you any shares in the Liverpool packets now?—I have not.

Will you favour the Commissioners with your opinion as to the economy and convenience of performing the packet service between Liverpool and Dublin by contract?—It appears to be out of the question in any other port but Liverpool; in other ports there is not an establishment. I have been at Liverpool, where there is already a private establishment and very fine vessels, and out of the 20 or 25, of which, as I before stated, the establishment consists, it must be supposed that a number of them might be selected and could be ready to perform the service now performed by the Post-office steam packets. It would be the most economical plan to have it done by contract, and I have no doubt the feeling of the owners of these vessels would be to take such contract, and that they would be ready to take it on low terms.

Your answer goes on the supposition that the owners of the whole of these 25 vessels would engage in the contract?—There are 21 belonging to one company alone, and there is another company use four or five packets only. The company that possesses the 21 would have very ample means of performing the contract if they chose to undertake it.

What contract would you propose as sufficiently binding upon them to insure the regularity and strictness of the performance of the Post-office duties, as now done?—I should certainly have a very heavy fine for failures in having a vessel ready at the appointed hour, and I should certainly have a guard over them; there should be a control exercised by a superintending person. I should have a person to send with each vessel to see that it was fit, like a superintendent of transports, and to see that every thing was done on board to shorten the voyage, and to cause the vessel to arrive as soon as possible, and with these two checks I think everything would be certain. I think there should be something in the shape of demurrage; 100*l.* or 200*l.* as a fine for not having the vessel in fit order on the spot for the voyage.

Suppose a failure were to arise like this, that one of the proprietors became embarrassed in his circumstances, and that the packet is seized for the debt as she is going out of the harbour?—In the case of Liverpool it is an incorporated company, so that that could not occur.

Putting that case, would there be, beyond those engaged in the Post-office contract, such a number of vessels that you might send the mail forward by another packet just as you might on land by a postchaise, in case of a mail breaking down?—Oh, yes; and the number in the service of the incorporated company would insure there being another ready, for they sail three or four in a day.

You propose that they should appropriate particular vessels to the Post-office service?—Yes; the agent of the Post-office should have the selection of vessels; they should be of

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a particular size and quality; and so anxious would the contractors be (I should feel so, having been a proprietor myself), that they would even build vessels for the Post-office if any objections were made to their present vessels. I have no doubt they would do that if it were required; that is the feeling I should have myself if really an objection were made.

What do you suppose should be the term?—I should say, the shorter the better; a yearly contract would be better for both parties; there would be time to send forward Post-office vessels if the system did not answer; and it would be desirable not to have them longer than three years, because there might be defects discovered in the system.

What saving do you think would be effected by the adoption of this system—It must depend upon the state of the accounts rendered by the present Post-office vessels. I suppose that the saving of postage is to be put out of the question; it must be rather a losing concern.

Do you think it would still be a losing concern if they worked it with a contract?—The contractors, I dare say, would take it at so small a sum, they would pay less for the performance of the contract than they do at present.

You have probably heard a report of their doing it gratuitously?—I have; the 22d Report contains the evidence of Mr. John Watson and Counsellor Williams; one offered to do it for nothing, another at 1,000*l.* a year; there was an offer, I know, on the part of one that they would do it for nothing if they were excused from the payment of light and harbour dues.

Were the contract for a limited time, with an obligation to build vessels if necessary, you think they would still take the contract?—I think so.

Do the Post-office packets ever put to sea now when the private vessels refuse to put to sea?—Yes, I think so.

They do not now put to sea when it blows a gale?—They do lie by sometimes; but there is no necessity for their going to sea; their cargoes outwards are merely a few haymakers, a few unfortunate labourers, harvest-men, and they are not at all in a hurry.

A captain of a private vessel is rather afraid of risking his vessel?—Yes; if he says to himself there is no absolute danger of my vessel being lost or drowned, but every time my vessel goes to sea in such weather, tears my vessel and injures her; and, seeing he has no particular object, he waits and goes over a few hours afterwards with less damage to his vessel; but they make very good passages; they are very large and very powerful vessels.

Would not a very heavy cargo in a vessel impede her progress?—Very much; that must be a portion of the contract; that could be settled only by inspection of the vessel; the vessel which carries the mail and cabin passengers, and so on, shall not be depressed by the cargo more than so much.

Do you think that any company would make a contract without the power of taking freight?—I think they would.

Do the passengers object to merchandize being taken?—They object to the species of merchandize that comes from Ireland, pigs and cattle; that is the only description of freight that comes from Ireland. I think the advantage of carrying passengers alone would induce them to take the contract.

The contract would also make it part of their duty to start in all weathers?—Yes; of course there must be a sailing agent there, in the nature of a guard of a mail-coach, or surveyor of transports.

Are there many private packets carrying passengers alone?—During the summer there are.

Is there a decided preference to the Post-office packets?—Yes.

Do you suppose there would be any difficulty in getting a contract at Holyhead?—I do not think there would be any difficulty; but I do not think the service could be carried on so well; no private company could carry on the business with a limited number of vessels so well as we do ourselves.

Do you know Milford Haven?—I do.

Would it be difficult to get a contract there?—I think very difficult, almost impossible; and that there would be great difficulty in getting the service performed.

Have you been at Dovor?—Yes, and at Portpatrick; I sailed two or three seasons from Bristol to Dublin. I carried the first mail from Milford to Waterford; I volunteered to carry the mail over for the agent; I was a part-owner of a vessel; I said, "I will carry your mail over to show what steam can do," and I took it over in the face of the danger.

Your opinion in favour of a contract applies solely to Liverpool?—It applies solely to any station or port where there are a large number of vessels, and where you can depend on a great number; and with respect to Liverpool there is another advantage, a number of men ready to repair any damage; but in such places as Milford and Holyhead and Portpatrick, unless there is a Government establishment which can be depended on, it cannot be done without paying so heavily to the contractors; there would be very considerable loss, and there would not be the same certainty in its being done.

The packet establishment is at present a loss to the Post-office at Milford Haven?—I fear so; Holyhead is a losing station also; at Milford the average I believe is one passenger.

With regard to the morning packet from Holyhead, that was established as a convenience to passengers; supposing the Post-office was to confine its vessels to the night, with the mails, would the morning be filled up by private packets for the conveyance of passengers?—I should think not.

Do most passengers go by night or by day?—I think they are as nearly as possible equal;

Appendix, No. 17.

Evidence of Capt. *George E. Davis*, 11 November 1834.

equal; the coaches arrive mostly in the evening, the Wonder comes in in the evening, and the mails come in in the evening, and they say they may as well go on direct.

You do not find families who arrive there prefer the morning to the night?—They do not I think now; as many go by the one as the other.

Do more passengers go now that the packet sails earlier?—No, I do not think there are; there have been a great many passengers going lately on account of the opposition on the road; and the posting has been 8 *d.* a mile; but that opposition has ended.

Are the passengers falling off, or increasing?—In my vessel they have been increasing the last summer; but I think that that has been in consequence of the vessel being well reported of as a new vessel, and the opposition.

Do you think the establishment at Holyhead, for the repair of vessels, necessary?—Yes, it cannot be done without.

They were formerly repaired at Liverpool?—The works were established with the steam vessels, they have not gone to Liverpool since that; we are always wanting some repair.

Might the establishment at Holyhead, for repair, be considerably reduced if the Liverpool station was performed by contract?—No, I think not; the Liverpool vessels have not been repaired by us; the only instance I know is that of the Thetis coming there to be strengthened, and to have some alterations made in her machinery, which were done by Boulton & Watt from Birmingham. The next instance was the Etna; I do not know the circumstances, but I understand that the boilers are to be made at Holyhead, where they will be made better and cheaper.

Is there any difficulty in securing discipline among the men in a private vessel which does not exist in a Government vessel?—Certainly; because the officers themselves are of a lower class; it depends upon the style of officers appointed.

How would you prevent any difficulty which might arise on that score?—That can be prevented only by the supervision of the person whose duty it would be to report in case of any want of discipline on board, and to insist on the contractors keeping up a proper state of discipline, and appointing proper officers.

Appendix, No. 18.

EVIDENCE of Captain *John Grey*; 11th November 1834.

Appendix, No. 18.

Evidence of Capt. *John Grey*, 11 November 1834.

YOU command the Escape?—I do.

Were you in command of a packet at the time the packets sailed from Howth instead of Kingstown?—I was.

Have the goodness to state your opinion on the relative merits of the two harbours, and the practicability of returning to Howth?—The one harbour, the harbour of Kingstown, we could enter at all times in perfect safety; but at Howth, with the wind on the shore, at low tide, it is impossible to enter.

Has any change occurred to the harbour of Howth since your knowledge of it?—I think the Belldoyle Bank has settled nearer to the harbour than it was when first I knew it.

Is it ever impracticable to enter the harbour of Howth?—Very frequently.

Is it your decided opinion that Kingstown is the best harbour?—Decidedly so.

What is the draught of water of the Escape?—About eight feet eight, or eight feet seven.

Do you consider that the entrance to Howth is ever dangerous?—Yes, it is.

Do you find that the length of the passage is increased by that in general?—I consider the difference of passage to be about a quarter of an hour in ordinary passages; sometimes rather less, with a very quick passage; when it is blowing very hard it is more.

Is it more difficult to make Kingstown than Howth?—By no means; there is a good light, and it is just as easy to see one as the other.

With respect to the morning packet from Holyhead to Dublin, and the return, do you find that many passengers go by that more than by night?—I rather think the number of passengers is about the same; we generally find where the passengers have come down by the coaches, they embark on board the night packet; but families, unless the weather is very fine, wait till the morning.

With what reduction of establishment do you think the service could be performed, supposing the Post-office to abolish the morning packet?—Not more than two.

Are there many private vessels at Holyhead?—No private steam-vessels.

Do you find the establishment for the repair of packets at Holyhead very useful now?—We do.

Could you get your vessel repaired in any way there before the establishment of that yard?—I have been on the station only about eight years; I came from the Milford station.

Suppose the Post-office was to prefer the method of performing the service by contract instead of having packets of their own; do you think that they would find a difficulty in finding persons to undertake it?—I should think it would be a difficult thing.

Have you any knowledge of Liverpool, and the establishments, private and public, there?—Very little; I know very little of Liverpool.

You commanded a packet on the Milford station?—Yes, for fourteen years.

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Evidence of Capt. *John Grey*, 11 November 1834.

What depth of water is there at the mouth of the harbour of Dunmore?—At the mouth of the harbour I should suppose there is from sixteen to eighteen feet, as nearly as I can recollect; but I have been from that eight years.

Could larger packets than the present get into that harbour conveniently?—I think the place is too confined to admit of larger vessels; it is so extremely narrow, it would be extremely difficult for them to work in: there is sufficient water.

It would not be easy to swing a vessel?—No; it is too confined for the present vessels.

Is Dunmore the best point you have on that coast?—Decidedly; there is no other place they could go to; Wexford is the nearer harbour, but the coast is extremely dangerous.

Do you think that making the repairs of the Holyhead vessels by contract would be an improvement?—I do not; nor do I think any person could be got at Holyhead to do them by contract.

What number of passengers do you think you had from Milford to Dunmore?—I should say the average would not exceed three or four.

What class of vessels are those Milford packets?—They are very good vessels.

As fine as can be built for the service?—I do not know that I could say as fine as could be built for the service; they are extremely good vessels, but we have vessels of greater power at Holyhead.

Should you say, from your experience, that many families take advantage of that packet to go to the south of Ireland?—In a very slight degree.

They prefer going by other packets?—Generally; since the introduction of steam packets between Bristol and Cork and Waterford, many persons prefer proceeding by them to coming down the Welch road to Milford, and the number of passengers by the Milford line has been very considerably diminished.

Are the Bristol packets better generally speaking, than the Government packets at Milford?—They are much larger, and there is better accommodation in consequence. I cannot say that they are better vessels as sea boats.

The difficulty of procuring a contract at Holyhead would apply equally or more strongly at Milford, would it not?—No, I think not; because at Milford there are very large establishments of millwrights.

That would apply to repairs, not to the furnishing of vessels?—Just so.

Would it be difficult to procure a contract for the sailing of vessels to Dunmore?—I am sure it would be impossible, without paying a very high premium for them.

Do you think a contract could be procured from any other place to do the work now done between Milford and Dunmore?—It would be very hard, I think, to provide for the conveyance of the mails that way, for the intercourse is so small they would receive very little besides what they received from the Post-office.

Is the mercantile communication by that route very small?—Very trifling indeed, the men of business go by Bristol.

Appendix, No. 19.

EVIDENCE of Captain *William Smithett*, Thursday, 13 November, 1834.

Appendix, No. 19.

Evidence of Capt. *William Smithett*, 13 November 1834.

YOU are commander of the Dolphin packet on the Liverpool station?—I am.

How long have you been commander of the Dolphin?—I have commanded her since the 20th of April 1826.

Have you always commanded that vessel?—Yes.

Your regular turn between Liverpool and Dublin comes how often?—We have now three packets, we have sometimes four; I am at sea two nights and at home one.

What number of passengers have you on an average?—Our number of passengers has increased of late; I should think they would average from 30 to 40 each passage for the last 12 months.

Probably since the railroad has been opened it has increased?—I think that has added to our numbers.

Have you many carriages?—We do carry a good number of carriages.

Are there any private packets on that station which carry cabin passengers?—Yes, a few carry cabin passengers.

How many are there that carry cabin passengers to Dublin?—There are 10 or 12 belonging to the City of Dublin Company.

Does it come within your own knowledge whether many passengers go by the private packets?—I do not think they do, since the reduction in our fares has taken place; formerly they did carry a good many.

Are the fares of the Post-office packets and the private packets at the same amount?—No, the fares in the Post-office packets are a guinea, the others are, I think, 12 *s.* 6 *d.*

Have you any means of estimating the relative speed between your vessel and any of those private packets?—Yes, the speed of the other packets is not to be compared to the speed of my vessel.

Have you ever sailed against any of them?—Very frequently.

Appendix, No. 19.

Evidence of Capt. *William Smithett,* 13 November 1834.

Is there any vessel at Liverpool equal to your own?—Not one.

In what points is your own superior to the private vessels?—In speed and in accommodation certainly, and, I think, in almost ever respect; the other vessels are built more exclusively for carrying cargo.

Does the relative speed depend on the weight of cargo, or does it depend on other circumstances?—The build of these vessels I believe to be different from ours, they are built for the purpose of carrying burden, and ours for carrying the mail.

If employed on the same service, you conceive that none of these could go the same speed as yours?—No, certainly not.

Not if they gave up carrying cargo or cattle?—No.

Do you observe that they are generally overloaded with passengers or cattle?—They are sometimes in the summer, when they have a great many deck passengers, the Irish reapers; I have seen as many as 700 or 800.

As regards cattle?—They are laden very heavily, generally, from Ireland.

They are pretty constantly laden with cattle?—I do not believe that a vessel sails from Dublin which has not some cattle on board.

Have you had any opportunity of observing any sailing without cattle?—In some instances I have, from Liverpool.

So as to be able to state whether they would compete with you?—Yes, I am fully satisfied that they could not do it.

Yours has the most speed of the Post-office packets, has it not?—Yes.

Do you put to sea in all weathers?—Yes: I know of no instance within the last five years that we have not sailed from Liverpool every night.

Do the private vessels put to sea in all weathers?—No; they very frequently stop.

Their putting to sea is regulated by the question of prudence; yours is compulsory?—Yes. We are not ordered to put to sea if it is dangerous; but we have never found any one instance in which we could not put to sea.

You frequently put to sea in circumstances in which, as a prudent man, if you were the owner of a vessel, you would prefer not to put to sea?—Yes, we do frequently.

Are you aware whether there are any or many persons at Liverpool who would be willing to undertake the Post-office service by contract?—There are some, no doubt; in fact, they would undertake to do anything.

Are there any to whom you would think it safe to entrust it?—I cannot say but that there are persons who would undertake to convey our mails, but in what way they would do it I cannot possibly say.

What are the provisions you would think it right to insert in such a contract, if formed?—That their vessels should be very different from what they are now. I see no vessel at Liverpool that could do the work as our vessels do it; they could not go to sea every night in gales of wind as we do.

Do you think they would undertake the contract without taking freight?—No, I do not.

You say any weight of cargo of that kind would impede the passage?—Yes, materially; our object is to keep our vessels as light as we possibly can, to increase their speed.

If it was proposed to them to do by contract all now done by the Post-office, do you think it would be necessary to procure other vessels for the service?—Yes: I do not think there are vessels at Liverpool that could do it in the winter season.

Does that apply to the vessels belonging to the different companies?—Yes.

Which are the principal companies?—The City of Dublin Company, and the St. George's Company; Sir John Tobin has also four vessels.

Have you ever been in the command of any other vessels than the Post-office vessels?—I have not.

Have you any connection with them?—No; I have had no connection with any other steam vessels.

Where are the Liverpool Post-office packets repaired?—Latterly they have been repaired at Holyhead.

What do you suppose to be the reason of the inferiority of the private companies' vessels; do they pay the same amount for building or repairing them, or for their engines?—No: I do not think their engines or their vessels are so well built as those that we have. I have seen some of the vessels that were built since the Dolphin and the other Post-office packets went to Liverpool, which have been completely rebuilt since, from having had the dry rot, and having decayed. I have heard some of the parties connected with them state that they cost a great deal of money.

How often has the Dolphin been repaired since you have had the command of her?—It has generally been repaired once in three years.

How long do the boilers last?—Generally about that time: we generally arrange to do what repairs are necessary at the same time.

Are you acquainted with any of the other Post-office stations?—Yes; I have been on the Dover station, and I was on the Harwich station.

You have never been on the Holyhead or Milford station?—I have never been stationed there.

Supposing a reduction of the establishment at Liverpool to take place, would the Dolphin be applicable to either of those services?—I think the Dolphin is rather large for either of those stations; that is, for Dunmore harbour, and also for Holyhead harbour.

She can get into Dunmore?—Yes; but there is scarcely room for her to move round there.

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Appendix, No. 19.

Evidence of Capt. *William Smithett*, 13 November 1834.

In Holyhead?—In Holyhead it is rather dangerous; there is a great risk attending it.

How long were you on the Dover station?—I should think between 10 and 11 years.

What years?—From the year 1814 to 1825.

What would be your opinion of the private packets on that station, as compared with the Government packets?—When I was on that station, we had no private vessels at all equal to the Government vessels; since that time the Government vessels have been improved, and I believe some of the private packets also; but I have been very little there of late.

Does a vessel that draws a foot more water than her proper draft sail as well as she ought to do, or does that impede her progress?—It retards her very much.

If you added 20 horse power to a steamer, what would be the additional weight?—I think there is a rule they have; 24 cwt. or 25 cwt. for every horse power.

Suppose you added 20 horse power to 120, what would be the additional weight?—If a new engine were ordered of 120 horse power, I should say that the difference would be very nearly 30 tons.

Consequently that would bring a vessel down more in the water?—Certainly.

Have the private trading vessels as many men on board as your vessels?—They have not quite.

Are they under as good discipline as your vessel?—Certainly not.

Do you employ a greater number than is absolutely necessary?—No; certainly not.

How many private vessels sail from Liverpool for Dublin?—Rather more than one a day; they will not average two; but sometimes there are three, depending on the cargo.

Are the cargoes very valuable?—They consist of Manchester goods, and some West India produce; such as sugar and coffee; that is to Ireland.

Do these private vessels generally sail in the morning?—They sail about an hour before high water; they are regulated by the state of the tide.

It is a bad navigation?—Very bad.

Have you ever occasion to lie a little way down the Mersey, prepared to take the mails?—Yes; that occurs every spring tide.

Have you a difficulty in carrying the carriages and passengers on board on these occasions?—Occasionally; that occurred a fortnight since. I was obliged to go away with the mail, leaving the passengers; we could not get them on board.

How far from Liverpool was that?—We were then very nearly five miles from Liverpool; it was blowing a gale of wind.

Did any of the private vessels go that day?—No, nor the following day. On my return on the Sunday I passed, I think, 14 steam vessels going out of Liverpool; I made mention of it in my journal that I had passed such a number of steam vessels sailing.

Have you been in the habit of sailing from Liverpool to any ports of the Clyde?—No; I have not.

Are you aware how many vessels do now sail from Liverpool to the Clyde?—About nine, I think.

Are they a small class of vessels, or large?—Some smaller, some larger.

What is the time of their passage?—I think from 21 to 26 hours.

Are they good vessels?—Some of them are rather fine vessels.

Do you ever go into Howth harbour with your vessel?—Never.

Would it be practicable?—We could not go in at low water, nor for some time before or after.

Has that harbour become less practicable since you have been acquainted with that station?—I have understood it has, but we never went there.

Has your vessel been to Holyhead to be repaired?—No.

In case of repair being required, should you go there?—I understand so.

Do you think that your repairs could be conducted so soon and so economically at Holyhead as they are at Liverpool?—I should conceive more so, from what I have seen of the repair of the Ætna: she got her repairs done in three weeks, and we never have got our repairs done under two months.

Do you think the work could be done as economically at Holyhead?—I should think it could be done as economically, under the superintendence of Captain Goddard.

That will depend in some measure on the expense of the establishment?—Yes, but I do not think that there is any great expense in the establishment there.

You do not think you could get it done cheaper if you were permitted to provide your own repairs?—No, I think not; the detention of our vessels ought to be considered very much; when one of our packets is sent to Holyhead, they turn all the hands to work upon her; in the case of the Ætna, she was completed more quickly than it could be done at Liverpool with the whole force they had; it was done in much less time.

Cannot you bind them at Liverpool as to the time?—Yes, but in most instances they have failed in being to their time; they never completed our repair in the time they expected they should.

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Appendix, No. 19.

Evidence of Capt. *William Smithett,* 13 November 1834.

Have you ever repaired by contract?—We never have done that; we could not repair by contract; when we get into the hands of the engineer it is impossible to say how long he will take to do it, or how much he will do.

Could not you contract generally with the engineer for the repair of the engines of the Government packets?—I do not think we could.

Is it because in the course of the examination of the vessel there may appear other points requiring attention?—Yes; they cannot discover the whole at first.

You state the expedition with which the repairs are done at Holyhead to depend on the number of hands at the command of the Government establishment?—Yes.

You still think that though that establishment is so large as to afford that expedition, it could not be done cheaper at Liverpool?—I do not think our repairs could be done cheaper at Liverpool than I understand they have been done at Holyhead.

How many engineers have you on board?—Two.

POST-OFFICE.

REPORT of Commissioners of Post-Office Inquiry, dated 15 December 1834, with Evidence, &c.

(Mr. Vernon Smith.)

Ordered, by The House of Commons, *to be Printed,*
20 *July* 1835.

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POST-OFFICE INQUIRY.

COPIES OF TREASURY MINUTES,

Dated 19th *August* 1834 and 17th *February* 1835, appointing Commissioners for inquiring into the Mode of conducting the Business of the Post-Office Department, with a view to improving the same and affording increased Accommodation to the Public.

Whitehall Treasury Chambers,
6 March 1835.

THOMAS F. FREMANTLE.

Copy of TREASURY MINUTE, dated 19th August 1834.

Viscount Melbourne and the Chancellor of the Exchequer state to the Board that His Majesty's Government having had under consideration the various representations recently made in Parliament in regard to the arrangements of the General Post-office, both as they relate to expedition and facility in transmitting letters, newspapers and other printed papers to the various parts of the United Kingdom, and the amount charged for their conveyance and delivery, are of opinion that it is expedient to inquire whether the mode of conducting the business of that department, with which the trade and commerce, as well as all the relations and transactions of the community, are intimately connected, may not admit of improvement and increased accommodation, and whether increased accommodation may not be afforded to the public without imposing any additional charge on the Post-office Revenue. With a view to assist the Government in forming a correct judgment on the complaints made in Parliament, that the recommendations of the Parliamentary Commissioners of Inquiry had not been sufficiently attended to, and for the purpose of introducing such an amelioration of the system as it may possibly admit, Lord Melbourne and the Chancellor of the Exchequer suggest that the Postmaster-General should be requested to consider the subject, in co-operation with the Earl of Mulgrave and a Member of this Board, and they propose that Mr. Vernon Smith be requested to associate himself with the Earl of Mulgrave and the Postmaster-General in the inquiry.

My Lords concur in the suggestion of Viscount Melbourne and the Chancellor of the Exchequer, and are pleased to desire that a copy of this Minute be transmitted to the Postmaster-General and to the Earl of Melbourne, requesting them to undertake the inquiry, in co-operation with Mr. Vernon Smith, who has expressed his readiness to join their Lordships.

Copy of TREASURY MINUTE, dated 17th February 1835.

READ a Report, dated the 15th December last, from the Marquis of Conyngham, the Earl of Mulgrave and Mr. Vernon Smith, who were appointed by a Minute of this Board, of the 19th August last, to inquire into the mode of conducting the business of the Post-office department, in which Report the Commissioners explain the plan upon which they intended to proceed in the inquiry, and offer some observations and suggestions on the subject.

Read also a Letter from the same Commissioners, dated 15th December last, stating that as the Commission which this Board appointed to inquire into the Post-office emanated from Lord Melbourne and the late Chancellor of the Exchequer, as expressed in the Minute communicated to them, they have thought proper, upon the change of Government, to put an end to the investigation in which they were occupied.

In that letter the late Commissioners express their satisfaction with the unremitting attention, clearness and ability with which Colonel Yorke performed the duties of Secretary to their Commission, and recommend that he should receive the sum of £.200 as a remuneration for his services and for the expenses to which he was subject in consequence of changing his residence to the metropolis.

Sir Robert Peel refers the Board to the objects which the Treasury had in view when this Commission was formed, as they appear on their Lordships' Minute, and recommends that the inquiry should proceed; and Sir Robert Peel having communicated with the Earl of Rosslyn, Viscount Lowther and Viscount Stormont, proposes that a letter should be written to their Lordships, requesting them to continue this inquiry.

My Lords concur in the suggestion of Sir Robert Peel, and desire that a letter may be written to the Earl of Rosslyn, Lord Lowther and Lord Stormont, requesting them to proceed with the inquiry, and acquainting them that My Lords will direct a copy of the Minute of 19th August last to be sent to their Lordships, together with the Report of the late Commissioners and all the papers which accompanied that Report; and My Lords request to be made acquainted with the name of the gentleman whom they may wish to employ as their secretary.

Let the copy of the Minute and the other papers be sent accordingly.

Let an extract from this Minute be sent to the Postmaster-General.

POST-OFFICE INQUIRY

TREASURY MINUTES

Appointing Commissioners for inquiring into the Mode of conducting the Business of the Post-Office Department.

(Sir Thomas Fremantle.)

Ordered, by The House of Commons, *to be Printed,*
6 March 1835.

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POST OFFICE.

COPY

Of the Duke of *Richmond's* REPLY to the STATEMENTS of the COMMISSIONERS of REVENUE INQUIRY, on the Affairs of the POST OFFICE.

Whitehall, Treasury Chambers,
16 April 1835.

THOs F. FREMANTLE.

LETTER from the Duke of *Richmond* to the Right Honourable the Lords Commissioners of His Majesty's Treasury.

MY LORDS,

Cavendish Square, 8 April 1835.

IN June last, when your Lordships were pleased to refer to me a Letter dated the 21st May preceding, signed by the late Commissioners of Revenue Inquiry, transmitting a statement "in vindication of their Reports on the Post Office," in consequence of certain Letters and Accounts which, in the discharge of my duty as Postmaster-General, I had addressed to your Lordships for your information and that of Parliament, touching the management of the department under my direction, I was on the point of retiring from the administration and from the General Post Office, and I had some doubts whether, under such circumstances, independent of any question how far, the commission being extinct, the parties who had made their Reports were authorized to require explanation from me, it would be becoming in me, being no longer in office, to reply to that Letter, and more especially too, as the Government had named a commission with which my successor was associated, for the purpose of inquiring into certain matters relating to the department; this feeling was not removed by subsequent circumstances, involving the appointment of another Postmaster-General and of a new Commission of Inquiry under the present Government; but, as it appears from what has occurred in Parliament that an answer is expected, and as I can have no wish to shrink from the discussion of any of my proceedings whilst I had the honour to hold the office of Postmaster-General, I shall now offer for your Lordships' consideration such observations as the statement of the late Commissioners of Revenue Inquiry seem to me to require.

I should regret much any appearance of recrimination, but as the Letter of the late Commissioners amounts to no less than the serious charge of making fallacious and garbled statements to your Lordships and to Parliament, for the purpose of depreciating their labours, I cannot too plainly repel such an accusation, and am compelled for this purpose, however unwillingly, to follow those gentlemen through the long, and in some parts not very clear, details into which they have thought it proper to enter for the purpose of explaining what they are pleased to term the imperfections and inaccuracies of the papers bearing my signature as Postmaster-General, and "to guard against those partial and unsupported inferences to which, without such explanations, they cannot fail to lead."

I cannot in the first place conceive upon what ground the late Commissioners can feel themselves aggrieved by the Letters of the Postmaster-General, dated 10th January 1831, or the 12th March 1832, for in neither of them is there to be found the most distant allusion either to the Commissioners or to their Reports; the "Comparative Statement" was not volunteered by me, but was called for by Parliament, and your Lordships will see that to have transmitted that statement without observation, would have amounted to, or at all events would have been construed into, a tacit admission that there was no objection on my part to the establishment as proposed by the Commissioners. I therefore stated that I could not in the discharge of my duty adopt their recommendations for the establishments of the respective offices, both on account of the inadequacy of the numbers for the performance of the public service, and of the additional expense they would have entailed upon the Revenue, and at the same time pointed out some instances in which it was evident that the Commissioners had proceeded upon an erroneous calculation and principle. I am sorry to find that this appears to have occasioned so much offence.

The first point referred to by the late Commissioners is the Twopenny Post Department, and without entering at the present moment into any argument upon the merits of their suggestion for "remodelling the Sorting Offices in connexion with the Inland Office and Foreign Office, whereby a saving would have arisen in these

For facility of reference, the figures in the margin correspond with the page in the printed copy of the late Commissioners statement.

several branches of the establishment," or discussing the advantage or even practicability of incorporating the distinct classes of Letter Carriers, and the consequent reduction of one-third of those attached to the Twopenny Post, (upon which subjects Page 3. I shall have to submit to your Lordships some observations presently,) I proceed at once to the charge, that I have put out of view reductions proposed by the Commissioners in the Twopenny Post Department, extending to 148 persons and amounting to 9,270*l.* per annum.

In this reduction are included the whole of the Comptroller's and Accountant's offices, and the entire number of the Collectors, and it will be observed that the Commissioners take credit for the full total amount of the salaries of those establishments; this, however, certainly cannot be a fair view of the question, for although it may be practicable to make a new arrangement for the control or management of the Sorting Office, dispensing with the situation of Comptroller, to consolidate the Account branch under the Accountant-General, and to place the receipt of the Revenue upon a different footing, yet some provision must be made for the duties hitherto performed in those respective offices. The chief officer of the department, however the management may be remodelled, must have the assistance of clerks for the ordinary details of the service, and though the Accountant's Office, as a distinct branch may be abolished, the force of the Accountant-General's office must of necessity be augmented in proportion to the additional duty imposed upon it by the transfer of the numerous accounts from the Twopenny Post, to say nothing of the duty of collection; but your Lordships will observe that no provision or allowance whatever is made for this, but that the Commissioners take credit for the total amount of the salaries of the whole of these branches, amounting to above 2,000*l.* out of the 9,270*l.* as a net saving, as if there were an actual abolition or termination of the duties, instead of their transfer to, or incorporation with, those of other departments.

With respect to the letter-carriers, the saving proposed by the Commissioners, which I am accused of having put out of view, is very considerable, amounting, as they state, to no less than 7,144*l.* per annum, by the reduction of 137 letter-carriers; but here they have fallen into a miscalculation of the effect of their own recommendations.

It is perfectly correct that the salaries and allowances charged on the Revenue for 413 Twopenny Post letter-carriers is 21,539*l.*, one-third of which would amount to 7,144*l.* It has, however, escaped the Commissioners, that, in their contemplated establishment, they have proposed a new scale for the remuneration of this class; and it appears, from an account of the rates of pay to which the men now employed in the Twopenny Post would be entitled under their scale, that the expense to the public of the 276 men only, which the Commissioners consider sufficient for the duty, at the wages they recommend, would actually exceed the 21,539*l.*, the present charge for the full number of 413 men, which they propose to reduce by one-third. The expense of the remaining two-thirds of the number, according to the recommendation of the Commissioners, would amount to 21,734*l.*

I may here be allowed to observe, that, in cases of reduction, it is the practice to dispense with the redundant officers from the bottom of the list, as well from a regard to the due claims of seniority as to relieve the revenue from the charge for a higher rate of compensation to the retiring parties after a greater length of service, I might have been justified in forming my calculation upon this principle, which would have told much more against the Commissioners, but I have merely struck off one-third part of the amount of the wages as proposed by the Commissioners to the letter-carriers in the aggregate, which, I trust, will prevent the possibility of any fresh complaint of fallacy or partial inference upon this score at least.

When I come to that part of the statement which relates to letter-carriers generally, your Lordships will find the grounds on which I rest my defence to the charge of having put out of view *any reduction* proposed for this class; but from the explanation I have given, your Lordships, I presume, will agree with me, that in any case the Commissioners cannot take credit for this proposed saving of 7,144*l.*

Page 4. The late Commissioners next charge me with something worse than inconsistency for having stated that I did not take their schedules as my guide in preparing the new establishments, whilst, "with the exception of the incorporation of the letter-carriers, the principal recommendations of the Commissioners relating to the official constitution of this department (the Twopenny Post) have been acted upon, notwithstanding the totally opposite conclusion to be drawn from the general declaration of the Postmaster-General." It was always matter of perfect indifference to me, whilst I held office, from what quarter any suggestion for improvement proceeded, provided

provided I was satisfied that it was an improvement, and not merely an alteration; I trust I was always anxious to give it effect, and I certainly could have had no disposition to deprive the late Commissioners of the merit of any of their recommendations.

I do not, however, admit the justice of their charge. One of their propositions was the merging the business of the Twopenny Post in the City in the Inland or Sorting Office of the General Post, and the transfer of a large portion of business to the Western Office, the result of which would be the discontinuance altogether of the present distinct Twopenny Post Sorting Office in the City, and, naturally, an augmentation of the establishment of the Western Office; and it is upon the impossibility, without experience, of obtaining accurate data for calculating the proportion of business this would produce at either branch, that "they do not risk any attempt to limit the respective Establishments." This, as your Lordships will perceive, is one of the most important of the whole of the suggestions of the Commissioners, and it certainly has not been acted upon, as your Lordships might infer that it had, from the observation of theirs which I have quoted in the preceding paragraph.

Having, whilst I held office, felt it my duty to make myself master of the details of the performance of the service by frequent personal attendance in the working offices, I can have no hesitation in stating, broadly and distinctly, that any attempt to graft the business of the Twopenny Post upon that of the Inland Office would be most injurious to the public and to the revenue, without the chance of any possible advantage, or even the possibility of saving the employment of a single officer. It is by the simplification and subdivision of labour in the manual duties of the Post Office that the business is performed with such extraordinary rapidity and expedition. The duties of these two large offices, whether combined or distinct, could not be performed by a smaller number of persons than those now employed; and I need scarcely enter into any detail for the purpose of proving to your Lordships that there can be no confusion in the ordinary proceedings of the department as to the dispatch of the correspondence without inconvenience and injury to the public, and the probability of loss to the revenue. In fact, I am inclined to believe that if the Commissioners had made themselves personally acquainted with the practical details of the duty of either of these great offices, they would have seen cause to reconsider the propriety and expediency of this proposition of theirs.

The Commissioners candidly admit that the abolition of the distinct office in the City "must naturally be concomitant with the augmentation of that of the Western Office," from which it may be inferred that they could not have been sanguine as to such a reduction in the number of officers as might be worth the experiment of a consolidation. But it is necessary I should inform your Lordships, as an illustration of the difference between theory and practice, that the Western Sorting Office of the Twopenny Post, which appears to have been the ground-work of the suggestion, has been abolished within these nine months, which has been attended with the most beneficial results, independent of a reduction in the number of clerks, by enabling the Postmaster-General to accelerate the distribution of letters to the public at least half an hour in each of the six daily deliveries of the Twopenny Post, besides the material advantage of expediting the dispatch, and consequently the receipt, of the General as well as the Twopenny Post letters in the morning for the country districts of that department; a sensible accommodation to the numerous and respectable population of the neighbourhood of London, which it had been long an object of some anxiety to accomplish.

It is true that the management of the Sorting Office has been placed upon the same principle as in the Inland Department, and that the Accountant's Office has been consolidated under the Accountant-General; but with regard to the former, it must be borne in mind that the Commissioners in their 18th Report have recommended a different plan for the management of the Inland Office from that now in operation, and upon which the Twopenny Post has been modelled, and that I could not derive any material assistance from the labours of the Commissioners with respect to the consolidation, inasmuch as in their 23d Report they enumerate the Accountant General's Office, as one of those which "remain to be reported upon."

Upon the succeeding observation of the Commissioners, that it remains to be explained "by what process it was made evident" to me, that the service could not be performed by the means they have proposed, I shall confine myself to the simple remark, that as in the principal working department, the Inland Office, they had proposed an establishment of 66 persons only, whilst the duty actually required no less than 79, which number was at times found scarcely equal to its performance, without great difficulty; and as they had recommended the sweeping abolition of Page 4.

one-third of the letter-carriers in the Twopenny Post, whilst the wants of the public, and the extension of the buildings and population in the suburbs, to say nothing of the acceleration of the existing deliveries, afforded constant grounds for an augmentation of the number of this class, I could have no hesitation in expressing my conviction that the service could not be performed with the means proposed by the Commissioners, and I repeat my belief that the Commissioners must themselves have been satisfied of this fact if they had personally inspected the performance of the duties.

Page 5. I really was not prepared for the next, and what I must be allowed to term the very singular, position of the Commissioners, and still less for their actually retorting upon me the charge of a "theoretical comparison" against the "delusiveness" of which they warn the Lords of the Treasury. It appears that in their judgment a Board of Commissioners for the management of the department, instead of a Postmaster-General, would be sufficient to make all their propositions work well, and
Page 4. that "upon such a system, and with such principles of management, the subordinate arrangements designed and suggested by them would have been found numerically ample at the time of their recommendation."

They conceive it objectionable that the management of this most important and increasing establishment, and the regulation of the expenditure should be dependent upon "the voluntary exertions, the particular views, the judgment and discretion of any single individual holding the office of Postmaster-General," and recommend "a regularly constituted Board of Commissioners" for the purpose of excercising constant superintendence, and being in direct communication with each department.

Their first objection, such as it is, would apply equally well to every other department of the State, at the head of which a single individual is placed; and whatever may have been the former practice (and the system at all events worked well under it) I may safely say that during the period I had the honour to hold office, the endeavour at least was not wanting on my part to exercise a constant superintendence over all the branches of the establishment and the expenditure; I might perhaps be allowed to refer to the papers which have occasioned the representation of the late Commissioners, in proof that it was not without effect; I was also in direct communication with the Public, and with each respective department, and with the persons composing it, from the highest to the lowest; the same course was pursued by my immediate successor, and I have every reason to believe that the noble Lord now at the head of the department is actually in daily attendance at the General Post Office, and devotes the whole of his time and attention to its duties.

The expression of the Commissioners with reference to the comparative advantages of a Board of Commissioners, or a Postmaster-General, as to "any real present restraint or ultimate control" upon the expenditure, is calculated to produce an incorrect impression in this respect. With the exception of the establishment authorized by the Treasury, which is paid by the Receiver General upon that authority, not the smallest sum can be issued but under the signature, and upon the direct responsibility of the Postmaster-General; and supposing it possible that any unauthorized warrant should receive his signature, it could not fail to be questioned by the Accountant and Receiver General, the latter of whom is the officer of the Treasury and the check upon the Postmaster-General; then your Lordships are aware that the whole of the expenditure is included in the quarterly bills of the Receiver General forwarded to the Treasury, and that the items again undergo the ordeal of the Auditors of Public Accounts, who will not pass the most trifling item without requiring not only vouchers but authorities, all which, I submit, proves that there is no deficiency either in real present restraint or ultimate control.

In the Letter dated the 12th April 1834, which I had the honour to address to the Lords of the Treasury on the 23d Report of the Commissioners of Revenue Inquiry, I adverted briefly to their recommendation of a Board of Commissioners, and the circumstance that it was at variance with what they stated as the "primary result of their inquiries," to the proofs then recently laid before Parliament of the effects of the present system, and to the fact that the office of Joint Postmaster General had been abolished, in consequence of a decision of the House of Commons, that one person was sufficient for the control and management of the General Post Office.

Having relinquished office, I may now venture to express to your Lordships the opinion which it would have ill become me to have offered at that time, that the present system is infinitely preferable to that proposed, as well in efficiency as in possessing the merit of a defined and graduated responsibility centering in the Postmaster-General, and subject to the revision of the Treasury in any matter out of the ordinary course of service, affording the means of securing the professed object of the Commissioners, viz. providing against a "conflict of opinion, and of securing unity of design in the management of the Post Office," and at an expense to the public much less than that for which it could be accomplished in any other means.

However numerous the Board might be, and the greater the number the greater the expense to the public, the Commissioners must, in a more or less degree, be influenced by the reports of their principal officers in the country, and the details furnished by the practical heads of officers in London, precisely the same as the Postmaster-General, and the appointment of a certain number of Commissioners instead of one Postmaster-General, must have the effect of dividing and consequently of weakening responsibility. In point of expense, the charge upon the public for five Commissioners would be 7,600*l.* a year; for a Postmaster-General it is 2,500*l.*

To return, however, more particularly to the immediate argument of the Commissioners of Revenue Inquiry, that "upon such a system, and with such principles of management, the subordinate arrangements designed and suggested by them would have been found numerically ample," I must freely confess that I am at a loss to discover how the substitution of five commissioners for one Postmaster-General could possibly affect the force numerically requisite for the subordinate arrangements; how it would make 66 clerks in the Sorting Office equal to a duty which, with one Postmaster-General, requires in practice 79, or how it would afford the means of dispensing with 137 Twopenny Post letter carriers. Page 5.

It is difficult to comprehend the meaning of the objections urged against the arrangement of the Secretary's office, the maximum of the salaries to the senior clerks being actually less than the sum proposed by the Commissioners, and in the junior class being precisely the same; much as I was desirous in framing the new establishment to get rid of all "indirect sources of emolument," of which the papers before your Lordships afford abundant proof, I was unwilling to deprive the public generally of the advantage of certain authentic information as to the arrival of the mails, dispatch of the packets, &c., which is of the greatest interest and importance to the commercial world and others, by prohibiting the sale of a list which must be maintained for the use of the department and of the public offices, at the same time that it is made applicable to the relief of the expenditure, in the same manner as the Fee Fund in other public departments.

The sum of 750*l.* per annum is paid to the revenue from this source in abatement of the expenses of the Secretary's office; and I am at a loss to understand by what process of reasoning the Commissioners can convert this payment to the revenue into a "charge upon the establishment."

I approach the next point with regret, for although it may not have consisted with the principles of the Commissioners to bestow the meed of praise in any case, I certainly was not prepared for a personal attack, in consequence of an official privilege exercised under Acts of Parliaments, upon an individual who has devoted himself to the public service for more than half a century, and the advantage of whose services is daily felt and generally acknowledged throughout the country. It is not my intention to enter upon an eulogium of the conduct of that individual, but merely to bring plainly before your Lordships the real facts of the case, which are simple enough when divested of that colouring which, from misapprehension or the want of due inquiry, has been given to them by the Commissioners. Page 5.

The sum "included amongst actual salaries as the salary of the Principal Secretary," is 1,200*l.*, namely, 500*l.*, the old salary upon the establishment, independent of any privilege, and 700*l.* granted to Sir F. Freeling for services.

In the year 1793 Sir F. Freeling, as Principal and Resident Surveyor, succeeded to the privilege of forwarding newspapers, &c. to the West Indies and America, under the authority of various Acts of Parliament, which had formerly been held by another officer in the department, and which was granted to him as his whole official remuneration instead of a salary from the revenue, and which, being fluctuating in its amount, and derived, not as a fee, but from the employment of his own private funds, was guaranteed to produce "not less than 700*l.* a year."

Some years after Sir Francis Freeling was promoted to the office of joint Secretary with Mr. Todd, being still wholly paid by the proceeds of this privilege, and on the demise of that gentleman was made sole Secretary, the office of principal resident Surveyor merging in that appointment, with what the Commissioners admit to to be the very inadequate salary from the revenue of 500*l.* per annum in addition to the privilege. By this arrangement the remainder of Mr. Todd's salary was saved to the public.

Page 6. I cannot but express my extreme surprise that the Commissioners should have entered upon any discussion as to the "surplus" of the proceeds of this privilege which has not the slightest bearing upon the facts or merits of the case. They must, or they ought to have known, that this privilege though official in its authorized character, was in fact a trade in newspapers, carried on wholly from the private funds of the Secretary; the public therefore could not have the slightest pretence to any claim to the produce of his own money which he had invested in the business.

As they have adverted in their 18th Report to the establishment as authorized by the Order in Council in 1793 appended to the Seventh Report of the Committee of Finance of 1797, it is not a little singular that the following entry upon this particular point should have escaped their attention.

"To be paid from the privilege lately exercised by Mr. Potts of franking newspapers, &c., to and from the West Indies and America, *if it produces not less than* 700*l. per annum upon an average*;" this shews that a "surplus" was contemplated, and disposes at once of all question as to the appropriation of that surplus, and the inferences and arguments of the Commissioners.

In every one of the numerous Accounts that has for many years from time to time been called for by Parliament, relative to the establishment of the Post Office, and to the newspaper privilege, the total amount of the profits of the privilege has been returned as a portion of the official income of the Secretary, and has been admitted as such in Parliament and by the Treasury.

If the Commissioners had any doubts upon the subject, it is to be regretted that in the performance of their duty they did not proceed to a deliberate investigation of the nature of the privilege, of the right of the Secretary to it, and of the mode in which and the extent to which he was authorized to exercise it, instead of merely indulging in the expression of doubts and inferences, which I have shewn your Lordships when sifted amount to nothing.

Page 7. The same remarks will in a great measure apply to the further doubts of the Commissioners "whether the compensation was not made to extend beyond the express terms of the Act, and the limit of the privilege;" and it really might almost be supposed from the mode in which they have treated the subject, that the Lords of the Treasury and Parliament had nothing whatever to do with the settlement of the question, and that the whole had depended upon the view which the Secretary himself had taken of his own case.

It has been the invariable principle in all departments of the State that no officer after long and faithful services shall be injured or prejudiced by any new arrangement for the advantage of the public service, and your Lordships I am confident will agree with me that it would be difficult to find any case with stronger claims to favourable consideration on the score of long and faithful services than that of the present Secretary to the General Post Office. Precedent, as well as abstract justice, pointed out the course to be pursued in the present instance, for by the 9th Geo. III. c. 35, compensation to the extent of 1,500*l.* per annum is directed to be made to the clerks in the offices of the Secretaries of State in respect of the privilege of sending newspapers, because such privilege "was rendered of very little advantage to them from the methods by which newspapers are now dispatched into the country;" and by the 25th Geo. III. c. 25, a further sum of 1,000*l.* per annum is granted to the same parties for the loss of privilege into Ireland, and as the Act for throwing open the conveyance of newspapers to the Colonies would have the effect of entirely destroying the privilege of the Secretary, and of considerably reducing that of the Comptroller of the Foreign Office, a clause was introduced reciting "that it was just and reasonable that a compensation should be made to the said officers as a recompense for the loss of such privileges," and empowering the Lords of the Treasury to authorize and direct such compensation as they should think reasonable; which compensation was awarded upon an average of the net profits for the three preceding years.

I may here take occasion to remark that the full amount of this privilege derived by the Secretary was returned to the Commissioners so far back as the year 1823, when they commenced their inquiries into the Post Office, the Act of Parliament throwing open the transmission of newspapers to the Colonies was passed in 1825, pending their investigation; it was no secret, and they could scarcely have been ignorant of the passing of an Act relating to a department under their inquiry; the compensation clause was there, and if from the Returns which they received in

1823

1823 they had any doubts as to the right of the Secretary to the surplus, or to compensation, I should have conceived their proper course would have been to have communicated at once with the Treasury, which they must have seen, possessed the power under the Act of fixing the amount of compensation instead of waiting until they made the Report in the year 1829, to express doubts upon that which might have been adjusted long before.

The Commissioners find fault with my statement that the compensation was for the loss of a privilege "the proceeds of which were converted into revenue" by an Act of Parliament, which they seem to think was for the purpose of creating a false impression, and make it a ground of charge that the allowance to the Secretary was not "compensated by an equivalent revenue drawn from the proceeds of the relinquished privilege;" it would have been so, and in point of fact no actual charge upon the revenue would have resulted from this conversion of the privilege provided the House of Commons had adopted the scale of postage of three-pence each, which it was proposed originally by the Treasury and the Postmaster-General to levy upon the conveyance of newspapers to the Colonies. It was however reduced in Parliament one-half, viz. to three-halfpence; but this can form no ground of complaint against either Postmaster-General or Secretary, and I regret that it did not occur to the Commissioners to state this fact, which appears in the Evidence to their 18th Report. In the course of the last year the Government, upon my own recommendation, induced Parliament to abolish the rate of postage on newspapers to the Colonies altogether; this might, with equal justice, be made a ground for diminishing the compensation to the Secretary. Page 6.

Although the Commissioners state that no further notice seems to be required than will be found in their 18th Report, with respect to the additional allowance of 700*l.* per annum to the Secretary, "given to him, as he informed the Commissioners, as a mark of distinction and a reward for services," I feel it an act of duty to supply that information which is so unaccountably deficient in the former Report, and of which such brief notice is taken on the present occasion. All that the Commissioners say in their 18th Report is as follows: "The next head of the Secretary's emolument is an allowance of 700*l.* a year, which Sir F. Freeling states was given to him 25 years ago, as a mark of distinction and a reward for services which were at the time fully recognized and understood." Page 7.

"We are unacquainted with the grounds of this special allowance for which Sir F. Freeling referred us to a correspondence with the Treasury, which is not before us, but to which, at this distant period and as it is accessible to your Lordships, it may be sufficient for your Lordships' information that we should allude."

As the Commissioners have gone so minutely into all the other allowances of the Secretary, it is difficult to conceive upon what principle they should have abstained from inquiring into a payment with the grounds of which they professed themselves unacquainted, and should have contented themselves with merely alluding to the correspondence with the Treasury in this particular instance only.

All the other payments to the Secretary proceeded from the same source; the compensation for the abolition of the privilege was regulated by the Treasury, the temporary allowance for house rent was authorized by the Treasury, precisely the same as this allowance of 700*l.* for services. Although the correspondence with the Treasury was not before them, they had the means of calling for it, either from the Records of the Department or from the Receiver General, whom they must have known to be in possession of some sort of authority for the payment. If they had any doubts upon the subject, I should have imagined they would at once have taken means for ascertaining the facts, that if wrong the revenue might be immediately relieved from the continuance of an improper payment, instead of leaving it to be remedied by an "allusion" in their Report, long afterwards, to the correspondence with the Treasury.

That there may be no possible misunderstanding in any quarter upon this subject, I feel it my duty to state that this allowance of 700*l.* per annum which has been made to appear in so questionable a character by the Commissioners, and into the nature of which they have not thought it necessary to inquire, was granted to Sir F. Freeling by the Lords of the Treasury, in the year 1803, on the special ground of "services, in having contributed by important suggestions to the increase of the Post Office Revenue, which in the last eight years has risen from 420,000*l.* to 928,000*l.* net."

It is the more to be regretted that the Commissioners did not investigate this point, as they would have seen that at the same time the Treasury was fully aware that

that the "emoluments" of the office of Secretary, together with his salary (but exclusive of this allowance of 700*l.* for services), amounted then to 2,300*l.* per annum on an average, which recognition would have spared them the trouble of all their arguments as to the right of the Secretary to the surplus of his emoluments beyond 700*l.*

Page 7. I conceive that there cannot be any necessity for a single elaborate argument upon the query of the Commissioners, how much of the emoluments of the Secretary should be properly regarded as "actual charge" in the comparative Statement? The compensation to the present Secretary is personal, and is not to be continued to his successor; it consequently is a contingency which does not form any part of the permanent establishment of the Post Office, and has been very properly excluded from the calculation of what the expense of a Board would be, as proposed by the Commissioners, compared with the charge of a Postmaster-General upon the present system.

Suppose for instance a Board were to be formed with Sir F. Freeling as Secretary, his compensation would have to be added to the expense proposed by the Commissioners; or if, on the other hand, he were to leave office, the expense of the present establishment would be diminished to the same extent; I repeat that it forms no part of the permanent establishment or expenditure, and that the only mode by which a fair and just comparison can be formed is by excluding it from both sides of the account.

Page 7. The proposition of the Commissioners, that the Mail Coach Inspectors should be abolished, and the duties be transferred to the Surveyors, was wholly out of the question.

It is most essential not only for the public service, but for the accomodation of the public, that this class of officers should be maintained, and be actively employed in enforcing personally the punctuality and discipline of the Mail Coach Contractors, Guards, and all the minutiæ of the duty connected with this branch of the Department. I look upon this class, who are selected from amongst the most active intelligent and best informed guards, as one of the most valuable in maintaining the detail of the service, and the greatest advantage has been found to result from the introduction of this system in Ireland.

The Surveyors are officers of the highest class who are fully occupied in the discharge of their present and most essential avocations. They have the superintendance of the general arrangements of the Posts in their respective districts, and of the conduct of the officers under their orders, in all their details, and the check, and due remittance of the public revenue, and other numerous and most responsible duties. It would ill conduce to the advantage of the service that these officers should be travelling about by the mail coaches, to see that the guards do their duty, or that whilst engaged in some important measure, in remodelling a line of Posts, in some personal investigation of consequence, or in charge of a vacant office, they should be liable to be called away to a distant part of their district to inquire into a complaint against a drunken guard, broken harness, or the misconduct of a contractor in losing time upon his stage; and after all they could not do the work so well as the present class of men.

With regard to the charge upon the revenue, the observation that the services, and claims of the Inspectors, are " ill controlled and expensive," is gratuitous and inaccurate.

The salaries and wages of those " omitted officers" could not be brought into the Comparative Statement, because the Surveyors to whom the Commissioners intended to propose the transfer of the duties, were not included in their Schedule, but form one of the numerous branches that " remain to be reported upon."

The Commissioners too appear to forget that even if it were practicable to transfer the duty of the Inspectors to the Surveyors, there must in all probability be more Surveyors appointed, or in any event that they must travel so much the more in the performance of that duty, and as their travelling allowances are in the whole nearly double those of the Inspectors, the new arrangement would be as little advantageous to the public on the score of economy, as of efficiency.

I apprehend therefore that the calculation of the Commissioners as to the saving that would have resulted from the adoption of their suggestion in this particular branch, independent of all question of expediency or even practicability, is scarcely to be relied upon, more especially if we take into consideration the further expense of additional assistance in the Secretary's department, to which it is a part of their plan to transfer so much of the duty as will allow of the reduction of two clerks in the Mail Coach Office.

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The question as to the mode in which the Solicitor should be remunerated, was fairly submitted to the Treasury, with the new establishment, and I am still of opinion that there is the twofold advantage in the present plan of an inducement to exertion, and of the remuneration being in proportion to the service rendered; the reason for limiting the actual charge under this head to 1,700*l.* is stated in a note to the Comparative Statement; it is the average annual amount (including salary) of the official income of the Solicitor, after paying those disbursements which would be charged and allowed in his bills of costs, if he had a salary, as recommended by the Commissioners, consequently it is the actual cost to the public of his establishment. Page 8.

The Commissioners return to the subject of the letter carriers, and it is to be regretted that they should not have been a little more measured in the terms of which they have made use, or at all events that they should not have been certain they were right before they brought against me the serious charge of "fallacy," of making a statement with the obvious interpretation of which "the fact is not consistent," and of "the extreme unfairness of the aggravation of the overcharge" in an account of mine. Your Lordships shall have the means of forming your own judgment how far these terms of reproach are applicable. Page 8. Page 9.

Without entering into a discussion of the question whether the Commissioners are entitled to the credit they assume of having been the means of effecting the delivery of the foreign mails with the inland letters, or whether it had been attempted years before their appointment, and contenting myself with the single observation, that they have scarcely done justice to an extension of the General Post delivery to a circle of three miles, and of the Twopenny Post to twelve miles, by terming it "an arrangement, comprising some extension of the delivery;" I will in the first place state my ground of defence for having refused to adopt the suggestion of the Commissioners for consolidating the deliveries of the General and Twopenny Posts. Page 8.

The acceleration of the delivery throughout the Metropolis of letters arriving by the mail coaches of the morning has been felt to be of such importance, that since the occupation of the new Post Office every possible effort has been bent to this object without reference to expense; and so recently as January in the last year, I obtained the ready concurrence of the then Chancellor of the Exchequer and the Lords of the Treasury to a proposition for expending a further large sum, exceeding 3,000*l.* a year, upon the same object, on the ground that the delivery was "not so complete as it might be, and as in point of fact it ought to be, bearing in mind what is due to the accommodation of the Metropolis and the amount of postage revenue arising from it. Members of Parliament, and persons either of consideration or in business, feel the inconvenience of waiting for their letters, or going out before they are delivered; and in the case of the former, it must frequently occur that their parliamentary duties require them to leave their places of residence before the letter-carriers can reach them." To adopt the proposition of the Commissioners, that the General Post letters should be distributed by the 10 o'clock delivery of the Twopenny Post, would be to stultify all that has been done for the public accommodation in this respect; they appear to be of opinion, that "a quarter of an hour sooner or later" is of little consequence; and even if this were to be the extent of the delay, I apprehend the public would think they had good ground for complaint, but it so happens, that by the improvements that have been made the greater portion of the letters for the west end of the town are now delivered, and in some cases the whole delivery is actually completed before the hour at which, according to the plan of the Commissioners, it would commence.

It is true that the question has not been viewed upon the ground of the possibility of economising our means; but I have shown that the contemplated reduction of the Commissioners of one-third of the number of Twopenny Post letter carriers, would not be productive of any saving of expenditure; and, under any circumstances, I conceive that what has been done in expediting the delivery, has been money well laid out, it being for an essential accommodation, and I may say of the greatest advantage to the public.

But it is not only by the later dispatch from the office, as recommended by the Commissioners, that the public would be exposed to the inconveniences of a later delivery. Supposing it possible to accomplish such an arrangement as the simultaneous dispatch of the General and Twopenny Post letters from the office, the carriers by the addition of the Twopenny to the General Post letters, or *vice versâ*, would have so much additional labour, that they must require so much the more time

time for its performance, the only alternative would be an additional number of men for the duty.

I must not omit to mention, as having some bearing upon the proposed combination of the services of the letter carriers, that upon the discontinuance of the separate class attached to the Foreign Department, those foreign mails that arrived after the dispatch of the letter carriers in the morning, were all distributed by the Twopenny Post. It was, however, found in practice to be so inconvenient to the mercantile community, and occasioned so much dissatisfaction and complaint, that I was under the necessity of abandoning it, and having recourse to another arrangement for the delivery.

Page 9. It fortunately will not be necessary for me to occupy any considerable portion of your Lordships' time in disposing of the imputations, heavy as they are, of the Commissioners against myself; a plain statement of facts is all that is requisite, as it had been ascertained that the delivery of letters in London could not be accomplished so early as the public have a right to demand with a less number of carriers than are now employed, namely 281, it would have been an act of the grossest absurdity on my part to have contrasted that number with the old establishment of 169, of which that class consisted, pending the inquiries of the Commissioners, who would have had a right to find fault with my attempting to defeat the object of a comparison, by fixing their recommendation to a number so palpably inadequate, after the great alterations that had been made in the delivery since the date of their Report; and it would have been an additional act of folly to suppose they could have imagined that the number of 169, which they "did not propose to disturb," was to be *final*, and equal to any extension of delivery that could possibly be required from the Post Office.

Their Schedule happened to have a blank for the number, and if it had been filled in with 169, I should after the alterations in the delivery have taken the number actually employed on both sides, in the conviction that the Commissioners, like myself, could only desire the case to be fairly stated, that a comparison might be drawn of the establishment as it exists, and of that which they had recommended for this class, be its number more or less.

If your Lordships for this should deem me guilty of "fallacy" or of wilfully making a statement, the obvious interpretation of which is not consistent with fact, I shall bow to your decision; if not, I must be allowed to say that the Commissioners have not strengthened their own case by the attack they have made upon me.

Page 9. From the complaint "of the extreme unfairness of the aggravation of the overcharge in the expense proposed by the Commissioners by sixty letter carriers," and from their claiming a deduction of the whole sum of 4,289*l.* on this account, from the "expenditure proposed by the Commissioners," your Lordships must have believed that I have charged these 60 men against the Commissioners, without any corresponding charge in the actual expense on the other side of the account; this however is not the fact, as the full wages are included under the head of "actual charge;" admitting however for the sake of argument that I have not taken an accurate view of the question, and that I may have been wrong in including these sixty letter carriers in the comparative statement at all, (for after the extension of the delivery if they do not appear on one side of the account they certainly ought not on the other,) the amount of wages must be deducted from the "actual charge" as well as from the "expense proposed by the Commissioners," the result will be the balance between 21*s.* per week, the pay of the junior class, and 60*l.* a year, the lowest scale proposed by the Commissioners, which for sixty men will give the sum of 324*l.* difference in favour of the Commissioners, instead of 4,289*l.* which they have claimed; and this, be it borne in mind, only gained by admitting the possibility of carrying on the service, with an establishment sixty men short of its necessary compliment.

Page 10 I repeat that I was as anxious as the Commissioners could have been to get rid of all "irregular sources of emolument" as payment for official services, and it must occur to any one that I should gladly have availed myself of any opportunity to put an end to a system in which the greater part of the attacks against the department over which I presided had originated. I had, however, a duty to discharge towards the public by keeping down the expenditure as far as possible; and in the performance of that duty I stated to the Lords of the Treasury that I conceived the complaints against the existence of the newspaper privilege greatly overcharged, and that its abolition would not be generally beneficial to the public at large, but wouldbe partial, and for the advantage of a particular class of tradespeople only,

I certainly

I certainly also did warn the Treasury, as it behoved me to do, that its abolition would entail an expenditure of some thousand pounds a year upon the revenue; it was a question for the decision of His Majesty's Government alone, and not for the head of a subordinate department like the General Post Office, and having been decided, with the concurrence of Parliament, upon a more enlarged and comprehensive view than the Postmaster-General could be justified in entertaining, no one personally could rejoice more at the abolition than I did.

If the allusion to my endeavours to diminish the charge upon the revenue, and to the "cheap management" of the department, is made in the spirit of reproach, I cannot feel any disposition to repudiate it; if not, I am at a loss to know for what purpose it is introduced into the Commissioner's statement.

The Commissioners have truly stated that in consequence of the abolition of the newspaper privilege in the Inland Office, the remuneration of the officers who have hitherto benefited by them, must be provided for by the revenue. The Lords of the Treasury, as authorized by Act of Parliament, have awarded compensation, during their continuance in office, to the parties who have been deprived of their emoluments by the arrangement, which compensations are personal and contingent only, and some of which, to the extent of some hundred pounds per annum, have already fallen into the revenue. The permanent charge upon the public in salaries will not bear any reference to the amount of these compensations, or to the extent of the emoluments formerly received by the parties, for the Commissioners are aware of the fact of an arrangement of many years standing, that as vacancies occurred amongst the old clerks of the roads at the head of the office, the emoluments instead of being confined to six were to be diffused amongst eighteen, so that those in succession could not have any claim to such large incomes as their predecessors. Page 10.

What the expense of the revenue may be when those officers who now receive compensation shall be worn out, and be replaced by others, who have no claim to it, in fact what the permanent establishment of the Inland Office may be independent of all consideration of claims for loss of emoluments, it is not possible accurately to state.

I apprehend, however, it is not improbable that the actual charge upon the public for the Inland Office, with its full numbers of 79, may not greatly exceed the amount of expense which would have resulted from the adoption of the propositions of the Commissioners for 66 officers only.

I must own I could scarcely have expected that the Commissioners would have pressed any comparison in point of the expense of an establishment, in which the number actually employed so much exceeds that which they have thought proper to allot, and which would be wholly insufficient for the bare manual performance of the duty; and this too, after they must have seen by the papers relating to the new establishment, that an increase of numbers had been necessary for the purpose of affording to the public the great accommodation of the four Branch Offices in various parts of the Metropolis.

Your Lordships I am confident will not think it necessary for me offer a single observation upon the "principle" according to which the amount of fees ought to be added to the "actual charge" upon the public, and which, together with other charges amounting in the whole to 30,541 *l.* I am accused of having "excluded from view." The account I was required to furnish was "a Comparative Statement of the expense of the Post Office Establishment, as it would have been according to the Schedules of the Reports of the Commissioners, and of the actual charge to the Revenue of the present Establishment." The "Summary Statement," which has reference to the charge upon the public has already been disposed of. Page 10.

I do not understand the reasoning of the Commissioners, that to show "the admitted insufficiency of the actual charge, the statements of the Postmaster-General himself are adduced on this point;" but I am bound to protest against their assertion that "the continuance of this insufficient remuneration to individuals, tending confessedly to expose the public and the revenue to injury, appears to have been amongst the means of his administration;" and to the inference, that "under the head of present actual charge, at least no adequate remedy has been provided." Page 11.

As I presume the allusion to the "actual wages" of the letter carriers is meant to be in support of this assertion, I have only to request a reference to the new establishment, by which it will be seen that no letter carrier, on his appointment, receives less than one guinea per week, which disproves the inference that "no adequate remedy has been provided" in this respect.

It is not my intention to follow the Commissioners through their arguments intended

Page 12. tended to prove that they were not required to distinguish the component parts of the sums paid to each individual in their calculation of the actual expense of the department "at the moment the comparison was made," because I am free to confess that my opinion in this respect does not accord with that of the Commissioners, as I should have imagined the best mode of arriving at a substantially fair and satisfactory result as to the pecumiary effect of their recommendations contrasted with the existing system, would have been to have taken the permanent expense of the establishment divested of payments and allowances, contingent in their nature and temporary in their duration; being in personal compensation to individuals in consequence of alterations in the establishment, and liable to cease at any moment, when the individual should cease to hold office. This however is merely matter of opinion.

Page 12. The Commissioners next proceed to comment upon the observations which I felt it my duty to make on their having taken the temporary allowance to the Secretary for house rent, which has ceased, and the contingent grant from the Treasury to certain officers who were suffering under the suspension of the scales of salary as a part of the fixed annual expense of the department, and state with regard to the former, that "its continuance would have been as justifiable as its origin." I am at a loss to reconcile this observation with the fact that the Commissioners were fully aware it originated in a great portion of the Secretary's official residence being required for official purposes, and that it was only temporary, and would expire when the new Post Office was completed; and they can scarcely have been ignorant that its continuance was occasioned by the delay in proceeding with the new Post Office, which was not commenced until 1824, although the new Post Office Act was passed in 1815. With respect to the occupation of the remaining apartments by the Assistant Secretary, the Commissioners had it in evidence before them that he was merely allowed the use of the bare walls; his occupation was not attended with the expense of one single shilling to the public, and I have satisfied myself that Lord Chichester, the then Postmaster-General, consented to it as much upon official grounds as upon any feeling of personal consideration for the individual.

The Commissioners are not justified in stating that my observations on this temporary allowance, and on the contingent grant are "totally irrelevant," and "rather calculated to divert attention from, than to throw light upon the question of the comparative expense of the existing charge of the Post Office establishment, and that which would have resulted from the adoption of the recommendations of the Commissioners;" I felt it my duty to call the attention of the Lords of the Treasury to the fact that certain contingent and temporary allowances to the Secretary, one of which had actually ceased, had been included by the Commissioners as a part of permanent charge upon the revenue, in contrasting the expense of the management of the Post Office under a Postmaster-General, with what it would have been under a Board as recommended by them, and I still adhere to the opinion that this mode of stating the question was not calculated to arrive at an accurate result.

Page 13. It was scarcely to have been expected that after such an observation the Commissioners should have admitted that there was an "inaccuracy (not more than clerical) with regard to the contingent grant" to the officers, which was not however occasioned, as your Lordships might suppose, from any thing having been "omitted" in the Return transmitted from the Post Office; on the contrary, a special Letter on this particular point accompanied the Return, lest it might tend to mislead the Commissioners with regard to the current official income of the officers, as will be seen by my Letter of the 1st March 1834; without wishing to lay more stress than is necessary on what seems to be admitted to be an inaccuracy, I shall merely remind your Lordships that the effect of it was to make an apparent increase in the expenditure of nearly 1,000 *l.* a year.

Page 14. The reference to the amount of the Packet Expenditure seems to be made merely with the object of enhancing the amount of Post Office delinquency; I am glad to understand that the packet system is about to undergo the consideration of the Commission now engaged upon the Post Office, and in the interim I have only to request your Lordships will be pleased to refer to a memorandum made for the then Chancellor of the Exchequer, dated 15th March 1834, relating to the Post Office steam packets, which has been laid before Parliament, by which it will be seen that the actual annual charge to the public for 24 steam packets for maintaining the communications on all the Post Office stations is about 24,000 *l.*, being about

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7,000 *l.* more than the sum paid under contract, obtained by public competition, to the trading vessels for the conveyance of the mails to Hamburgh and Holland only.

Page 13.

The complaint that there is not in the "Comparative Statement" a single allusion to the 22d Report of the Commissioners (on packets), and that the comparison of their recommendations with the existing system should have been "arbitrarily narrowed by the partial selection of a portion only of the personal establishments to which their recommendations have reference," do not attach to me. They seem to forget that the comparison was not volunteered by me, but was called for in Parliament, at the instance of a Member who made it a ground of charge against the Government that the Post Office had not been remodelled according to the constitution proposed by the Commissioners, for the purpose of showing that the adoption of a Board of Commissioners instead of a Postmaster-General, and an establishment according to their recommendation, would be attended with less expense to the public than the existing system.

The packet service did not form any part of the question at issue between the Postmaster-General and the late Commissioners; and with regard to the establishments, there was no opportunity of "selection" on my part, as I had no alternative but to be governed wholly and entirely by their own schedules. All the offices on which they have reported, and for the new establishment, of which they have prepared schedules, were included in the comparative statements, and I certainly cannot be liable to the charge of arbitrary and partial selection because the Commissioners themselves narrowed the means of comparison by leaving so many of the principal departments of the office unreported on.

I need scarcely assure your Lordships that I sincerely regret the necessity of troubling you at so much length, as you will have seen, from the commencement of this paper, that it was most reluctantly, and after much hesitation, that I felt myself required to take any notice of the statement of the Commissioners. Being so required, it was a duty to myself to follow them in detail through the whole course of their observations, in the order in which they appear, a duty no less painful from their tone and spirit than irksome on every account; and I am willing to flatter myself I have convinced your Lordships that I was guilty of no injustice to the late Commissioners of Revenue Inquiry in the observations which have given rise to their statement, and that I have satisfactorily shown the very erroneous view they have taken with regard to the alleged "omitted heads of reductions," and overcharges of expense proposed by the Commissioners, &c. I annex a copy of their concluding "Summary Statement," with a few words of remark upon the respective items, that the whole may be fairly before you.

It is easy, after hearing a description of the duties of any office, to propose a speculative establishment, according to which a certain number of clerks shall be allowed for a certain duty; and it appears to be a natural inference, that because a General and a Twopenny Post letter-carrier may happen to be distributing letters at the same time in the same street, the delivery might be blended, for the purpose of saving labour and expense. This, however, will not do in practice, and more especially in such a department as the Post Office, where the business of to-day cannot be put off until to-morrow, and where the consequences of any deficiency in the necessary force for the performance of the public service, or of failure in any ill-digested experiment, must fall on the public. It would not be considered a satisfactory answer to a complaint of injury or loss occasioned by the delay in the delivery of a letter in the metropolis, or by throwing the correspondence of the country into confusion by delaying the dispatch of the mail-coaches in an evening, that the Postmaster-General had merely adopted the recommendations of the Commissioners by saving the expense of so many letter-carriers, or reducing a certain number of clerks; he would place himself in a fearful responsibility by having acted upon the speculative opinions of persons with no practical knowledge of the details of the office, whilst he, as the head of the department, must, or ought to have known, that the force they had proposed was wholly inadequate to the performance of the duty.

I cannot but think that the error into which the Commissioners have fallen with regard to the expense of the letter carriers, is attributable to some such cause as that above described; that they prepared a scheme for the establishment of this numerous class, which looked well superficially, but without working it out practically, and consequently without any idea of what the effect of its actual operation would be.

Although I have been desirous, in the preceding observations, to confine myself as much as possible, to the points urged by the Commissioners, I have, in some instances, felt it necessary to go into detail upon the merits of their original propositions, with the view of showing the grounds on which I have objected to the expediency and even practicability of some of their recommendations, and to the justice of their complaints of fallacy and overcharge in the statement of expense proposed by them. These statements will probably be sufficient to convince your Lordships that it was not without some reason that I spoke of suggestions, "founded evidently rather upon theory, than on a sound practical knowledge of what the service actually requires;" and that in my Letter of the 12th April 1834, I expressed my opinion that the Commissioners had "contented themselves with speculative and theoretical deductions from oral testimony and returns, instead of having made themselves personally acquainted with the practical details of a department, the operations of which are as complicated and dependent, one upon another, as a piece of mechanism."

After an axious re-consideration, I am bound to maintain the accuracy of the "Comparative Statements" laid before Parliament; and although I hope I should be most desirous to atone for any inadvertency into which I might have fallen, and which might have given pain to the late Commissioners, I cannot on reflection feel justified in withdrawing or qualifying any allusion to their Reports contained in the Letter accompanying those Comparative Statements, or in that of the 12th April 1834, or in any of the Letters and Statements made to the Treasury with reference to the new establishment, which I had the honour to submit to their Lordships in the discharge of my duty as Postmaster-General.

In conclusion, I beg to state that I must decline to notice any further comments that may, by possibility, be made upon my proceedings whilst I held office, by the late Commissioners of Revenue Inquiry, in which I trust your Lordships will not think that I am unreasonable, and I must fairly own that I have great doubts whether, under the circumstances of the termination of their commission, I have done right in consenting to enter upon the present explanation.

I have the honour to be, &c.

(signed) *Richmond.*

SUMMARY STATEMENT

Of omitted HEADS of REDUCTIONS proposed by the Commissioners, OVERCHARGES of "Expense proposed by the Commissioners," and Items omitted and undercharged in the "Actual Charge" in the PAPERS laid before Parliament by the POSTMASTER GENERAL.

	£. s. d.	£. s. d.
OFFICES comprised in the TWENTY-FIRST REPORT:		
Comptroller	866 – –[a]	
Accountant	640 – –[a]	
Collector	620 – –[a]	
Letter Carrier	7,144 – –[b]	
		9,270 – –
OFFICES comprised in EIGHTEENTH REPORT:		
SECRETARY'S OFFICE.		
Undercharge of admitted Salaries	750 – –[c]	
MAIL COACH OFFICE.		
Salaries, Wages and estimated Travelling Charges of Inspectors, proposed to be abolished according to the Schedules to the Eighteenth Report, omitted in "Actual Charge"	1,620 – –[d]	
GENERAL POST LETTER CARRIERS.		
Overcharge for Sixty Letter Carriers according to the Scale proposed by Commissioners	4,289 – –[e]	
		6,659 – –
Proportion of Secretary's Remuneration omitted.[f]		
Travelling Charges of Superintendent of Mail Coaches, if not already included in Comparative Statement.[g]		
Total affecting Salaries and Allowances paid out of the Post Office Revenue.		
Emoluments derived from other sources than the Post Office Revenue by persons employed in the Offices comprised in the Eighteenth Report		14,612 10 11[h]
The Salaries, Wages, &c. of the Persons employed in the Packet Department proposed to be reduced in the Twenty-second Report of the Commissioners, and unnoticed in the Comparative Statements, amount to		27,786 – –[i]

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[a] The Commissioners are not justified in claiming these sums as a net saving, as the Head of the Office must have clerks and additional assistance be given in those offices to which the duties are transferred. The Postmaster-General has saved the public the expense of Compensations to the Comptroller and Collector by appointing them to vacant offices in his gift.

[b] No saving of expense at all, as by the Establishment proposed by the Commissioners the remaining two-thirds of the letter-carriers, after this reduction, would cost the public more than the full numbers upon the present system, and it is impossible to perform the duty with less.

[c] Not a charge upon the Revenue, but a contribution to the Revenue in aid of the Expenditure.

[d] No allowance made for the appointment of additional Surveyors to whom the duties are to be transferred, nor even for the increased travelling of the present Surveyors, whose travelling allowances are double those of the inspectors. No saving to be calculated upon.

[e] Not so; the full wages are charged on the other side of the account also; if these men could be dispensed with, which is impossible, the only difference would be between the present pay of 21 *s.* per week and 60 *l.* a year proposed by the Commissioners, or a total of 324 *l.* instead of 4,289 *l.*

[f] A personal compensation to the Secretary for loss of emoluments, not to be continued to his successor, and consequently not a permanent charge upon the establishment.

[g] If the Superintendent does not travel some other officer must do so for him, so that the expense would be the same; the total annual amount, including chaise hire, was 320 *l.*

[h] No part of this forms any charge upon the Revenue.

[i] Unnoticed, because it formed no part of the establishment or the Commissioners' schedules; an equally satisfactory account could be given of the proposed reductions under this head as of all the others.

POST OFFICE.

COPY of the Duke of *Richmond's* Reply to the Statements of the Commissioners of Revenue Inquiry on the Affairs of the Post Office.

(*Sir Thomas Fremantle.*)

Ordered, by The House of Commons, *to be Printed,*
16 *April* 1835.

165.

POST-OFFICE.

RETURN to an Order of the Honourable The House of Commons,
dated 14 July 1835;—*for*,

A RETURN showing which of the Recommendations made by the COMMISSIONERS OF REVENUE INQUIRY, (and of which recommendations an Abstract was sent, by order of the Commissioners charged with an Inquiry into the Department of the General Post-office, in October, 1834, to the General Post-office) have been carried into effect; together with a Statement in respect of such of the said Recommendations as have not been acted upon, with the Reasons why the same respectively have not been carried into effect.

EIGHTEENTH REPORT:—ENGLAND.

CLASS 1.—*Consisting of what has been proposed by the Commissioners, and has been already, or is to be, carried into execution.*

(signed) *Lichfield.*

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 17.—More certain means should be adopted to enforce the regulation in the secretary's and in other offices of the department, of the clerks' entering in a book the hour of their arrival.	Done, pursuant to instructions from the Treasury.
P. 19 & 20.—The more immediate interposition of the Postmaster-general considered to be proper in directing all inquiries with reference to complaints from the public, and more particularly in the case of applications from public bodies or individuals, for the establishment or improvement of Post-office communications.	The Postmaster-general's attendance at the Post-office, generally speaking, is daily, and on those occasions on which he may be unable to be present, there are repeated communications with him on subjects requiring his attention. He does attend personally to applications from public bodies and individuals for the establishment or improvement of Post-office communications, and is in the practice of receiving those persons who desire an interview.
P. 22.—The remittances from deputy postmasters should be daily brought under the notice of the head of the department, by whom they should be transferred to the receiver-general, the accountant-general being at the same time put in possession of the necessary particulars.	The first part has reference to the proposed Board of Commissioners. The remittances are received at the secretary's office, transferred from thence to the receiver-general the same morning, and the necessary particulars are furnished the same day to the accountant-general for the purpose of check upon the receiver-general, and credit to the postmasters.
P. 22.—The delegation of the management of correspondence by clerks should cease, and reports of all arrears to be made directly, and at stated periods, to the head of the department, instead of the secretary.	No clerk does correspond. Reports of arrears are made by the accountant-general after every remittance day to the secretary. The best practical evidence in favour of the present system is to be found in the simple fact, that for more than 10 years past the revenue has not sustained the loss of a single shilling by the default of any postmaster.
P. 22.—Remittances on account of passage money to be forwarded in the manner suggested with respect to those from deputy postmasters.	They are treated in precisely the same manner as those from deputy postmasters.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 22 & 23.—All warrants for defraying the expenditure of the establishment, or for admitting credits to be allowed to deputy postmasters, should be preceded by a satisfactory examination of the claim or charge for which the warrant is granted.	This has always been the practice.
P. 30.— Fixed salaries in lieu of all fees to be established throughout the office.	Done, as regards the establishment in London, unless the publication of the Packet and Shipping List in the secretary's office is to be considered a fee. The Packet List must be continued for the use of the Government offices, and from the proceeds 750 *l.* per annum are applied to the public revenue. Its continuance has been sanctioned by the Treasury under the new establishment, and its abolition would be greatly injurious to the mercantile public, and occasion well-founded complaint.
P. 37.—The superintendent of mail-coaches to be wholly paid by fixed salary.	Done under the new establishment.
P. 38.—The privilege allowed the senior clerk in the mail-coach office of providing lamps and oil for mail-coaches, objectionable in principle, and his emoluments on the whole more than necessary.	This is to be done on a vacancy. The contractors are at full liberty to have recourse to any other person who will supply them on cheaper or better terms. The salary has been reduced under the new establishment.
P. 38.—The emoluments of one of the junior clerks arising from the sale of "waste paper" should be abolished.	Done.
P. 39.—The correspondence with postmasters preliminary to proceedings for the recovery of arrears, to be transferred to the secretary's office.	It has never been otherwise.
P. 40.—The solicitor should be in constant and direct communication with the Postmaster-general, and the sanction of that authority should be obtained, previous to any legal proceedings on the part of the Crown being instituted.	It has always been the practice.
P. 40.—He might be advantageously employed in investigating losses, a duty at present depending upon a clerk in the secretary's office.	It already forms no inconsiderable part of his duty, when the preliminary inquiries have been carried to a certain extent.
P. 69.—The subsisting intermixture of duties between the Inland and Letter-bill offices should cease. The duties performed by the clerks of the former in the latter should be transferred to the department of the accountant-general.	The Letter-bill office was consolidated with the accountant-general's department by the new establishment.
P. 71.—The receipts from the Ship-letter office should be passed at once to the receiver-general from that office, instead of being paid through the window-man.	Done.
P. 74.—The employment of more mail-carts to convey the letter-bags and bellmen to the General Office, suggested in order to secure the presence of these men at an earlier hour for the evening duty, but the discontinuance of the practice of bellmen collecting letters is recommended.	The General Post receiving-houses throughout the metropolis are kept open one hour later for the free reception of letters than heretofore, and more mail-carts are employed in the service. It has not been deemed advisable or necessary to deprive the public of the accommodation afforded by the practice of the bellmen continuing to collect letters.
P. 76.—Clerks of the roads to be no longer allowed to deal in newspapers; they should be present at the evening duties, having their important duties to discharge in forwarding the dispatch of letters.	The newspaper privilege is abolished: the term "clerks of the roads" was an old designation with no real meaning, which is discontinued in the new establishment. The senior clerks have always taken their full share of official business both in the morning and evening duties.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 78.—The duties allotted to the West India clerks should be provided for as a part of the general service, and there appears to be no ground for annexing to them a separate specific payment.	Done by the new establishment, under which the West India duty forms a portion of the general business of the department.
The time for the reception of letters and newspapers for the West Indies, might be limited, if necessary, to a certain time prior to the departure of each packet. The daily process with respect to letters brought in should extend to telling them.	Any limitation as to the time for the reception of letters and newspapers for the West Indies, would inflict a serious grievance upon the public, without any object whatever. Letters are sent to Falmouth in the chance of being in time for the packet by the post of every night, until it is ascertained that she has actually sailed.
The mode of remunerating the presidents, vice-presidents and many other persons in the Inland department, by emoluments derived from various sources, objectionable; a fixed salary should be assigned to each individual, and all profits incident to the mode of conducting the business of the Office should devolve to the revenue.	Done: the only emolument is that now derived by the windowmen from the gratuities paid by merchants, to whom they give credit at their own risk.
P. 84 & 85.—The privilege allowed to clerks in the Post-office to frank newspapers, objectionable for various reasons. No person in the establishment to be allowed to acquire any new interest in the business, and any profit that may arise in future from the transmission of newspapers through the Post-office, becoming disposable from changes in the situations of the clerks in question, to accrue to the revenue.	The newspaper privilege of the clerks in the Post-office has been abolished. No person in the establishment has any interest of any description in the sale or transmission of newspapers.
P. 86.—The receiver for newspapers to be kept open to the latest hour that the business of the office will allow, and the fees on late newspapers, if continued, should be at a rate to approach a prohibitory fine, but not to be the perquisite hereafter of any individual.	The receiver for newspapers is kept open to the latest period that the business of the office will allow. The fee of one halfpenny on late papers acts as an inducement to the public not to bring them after time, without amounting to a prohibition, and the amount is brought to the account of the revenue.
P. 87.—The perquisite from the sale of waste paper objectionable in principle.	Abolished.
The sum allowed in lieu of apartments to 27 persons in the Inland department, should be discontinued, and provision made for the actual residence of such only whose constant presence at the Post-office may be necessary.	Done by the new establishment.

Class 2.—*Proposals of the Commissioners, to which the Postmaster-general objects.*

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 24.—The production of vouchers should be required in support of charges made for riding-work by the deputy postmasters.	The riding work is in all cases performed by contract made by the surveyors, with the authority previously obtained of the Postmaster-general, and the time-bills, which are checked by the surveyors, are the best vouchers that the service has been performed. The postmaster is only credited in his account with the contract price, and there is a special proviso in each contract, that if the contractor is not paid, and does not apprise the surveyor within one month, he forfeits his claim.
P. 24.—The duty of controlling the expenditure should be removed from the secretary's office.	To what office can it be removed? The secretary's office is in fact the Postmaster-general's office, and no expenditure is incurred but by the previous authority of the Postmaster-general.
P. 29.—The salary of assistant secretary need not exceed 600 *l.* per annum, with apartments at the Post-office.	The assistant secretary is by no means overpaid. *Vide* the salaries of clerks of public offices of less rank and responsibility in every other department of the Government.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 29.—The number of chief and senior clerks in the secretary's office, considered unnecessarily numerous; many of the duties performed by them being scarcely of a nature to require the attention of persons possessing the qualifications implied under these distinctions.	There is but one chief clerk; the seniors, or by whatever other name they may be designated, are certainly not overpaid, and their salaries have been reduced under the new establishment. There are not more than necessary. The consolidation of the English and Irish offices has greatly added to the duty.
P. 35.—The duties of the inspectors of mail-coaches should be combined with those of the surveyors, and all communications from those officers be made direct to the Board: the districts for inspectors should be more accurately apportioned.	The surveyors are fully occupied upon business of much greater importance, which is wholly incompatible with the personal superintendence of mail-coach guards and contractors, and the investigation of complaints of drunkenness, or broken harness and bad horses. If this recommendation were to be adopted, more surveyors would be necessary, and the employment of officers of a higher class and at a greater expense upon duties now better performed by subordinates.
P. 35. — The superintendent of mail-coaches should be required to give personal attendance at the time fixed for the departure and arrival of the mails.	He does occasionally; his constant attendance at such hours is unnecessary, and would prevent the possibility of his attention to the more important duties of his office. The arrival and departure of the mails is properly checked, and any irregularity immediately corrected.
P. 36.—The accounts of the mail-coach contractors for mileage should be furnished by themselves, certified by the superintendent and transmitted with the several contracts and time-bills to the accountant-general, instead of the present mode of adjusting those claims.	They can only be properly checked by the superintendent, who must under any circumstances furnish the materials for the calculations which are checked by the accountant-general, who can have nothing to do with contracts or time-bills.
P. 37.—The charge of the superintendent of mail-coaches for travelling is for "chaise hire," whereas his duties would seem to make it proper that he should travel in mail-coaches.	If the superintendent were to travel in mail-coaches, he must be in total ignorance of everything that was going on, except with regard to the particular coach in which he happened to be; he could not have the means of communicating with the contractors on the road, without either stopping the coaches or being delayed a whole day at each place at which he might have only half an hour's business, greatly to the loss of his time and the increase of expense in travelling allowances.
P. 39.—The present mode of remunerating the solicitor by bills of costs, &c. should be discontinued, and that in future a fixed salary be assigned to that officer; that he be not allowed to pursue other professional practice.	The solicitor does not pursue other professional practice. The question of remuneration by a fixed salary, or by bills of costs has been brought under the special consideration of the Lords of the Treasury, who approve of the present mode.
P. 40.—The duty should be allotted to the solicitor of ascertaining that all enactments are conformed to, regarding the securities required by law to be given by persons employed by the Post-office.	This does not depend on the Postmaster-general, whose duty in this respect is prescribed by Act of Parliament (52 Geo. 3, c. 66) "for regulating the taking of securities in all offices in respect to which security ought to be given." The duty is now performed at no charge to the public; whereas the employment of the solicitor would be attended with additional expense.
P. 49.—The following mode proposed for combining the taxation and stamping of single unpaid letters from the country with a view to greater dispatch. That the deputy postmasters should cease to tax single unpaid letters, and that these should be sent up separated from all other letters; on the receipt of the letter bags at the Post-office, they should be classed according to the distances of their post towns, so that all letters subject to the same rate of single postage, might be arranged together.	This would give rise to interminable mistakes and confusion, and must delay materially the delivery of letters. The letters must all be examined in London, even under the proposed plan, to ascertain whether the selection of single letters had been correctly made; the classing the bags according to the distance of the post towns, would be an additional though most useless operation, occupying additional time, and consequently retarding the dispatch of the letter-carriers; and one single mistake in the classing would

Proposed by Commissioners.	*Postmaster-general's Observations.*
The proper officers should then impress the single letters with the appropriate stamp, which in each case should express the rate of postage to be charged upon them.	subject the whole of the letters from the town to be stamped with the wrong tax, occasioning on the one hand endless complaints of overcharge, or, on the other, involving a loss to the revenue. There is not the chance of any possible advantage to counterbalance the practical evils of the proposition. A counterfeit stamp would afford easy means of plundering the public, whilst a manuscript tax can almost always be identified; and any fraudulent alteration would at once attract attention, and generally lead to detection.
P. 51.—The discontinuance of the early delivery by the letter-carriers recommended.	The early delivery is for the most part abolished by the introduction of carriages for the conveyance of letter-carriers to the more distant parts of the town; in those near the office, it is still in operation, and could not be discontinued without much inconvenience to the public, and without materially retarding the general delivery in those parts in which it still exists.
P. 52, 53 & 54.—The establishment of a Branch-office in the western part of the town, for the receipt and circulation of General Post letters recommended, at which the mail-coaches arriving at the west end should deliver their bags: an interchange of letters for circulation might be made between that and the General office, as in the case of the two branches of the Twopenny Post. The calculation in page 50 of the probable destination of the greater part of the correspondence from different towns is referred to in support of the suggestion.	A General Post establishment in the western part of the town, similar to that which formerly existed in Gerrard-street for the Twopenny Post, would greatly retard, instead of forwarding, the delivery. The separate establishment for the Twopenny Post, which is recommended as a model, has been abolished; and experience has shown that the objects of the abolition, namely, the simplifying the business and the acceleration of the delivery, have been fully accomplished, attended also with a reduction in the number of persons employed.
54.—The duties on the same bags should not be always performed by the same clerks; and the control, as to checking the postage of paid letters, should be exercised by senior clerks, possibly those to whom the letter bills may be delivered.	The examination of the same bags is not always performed by the same clerks; the checking the amount of the paid letters is a simple duty, requiring only a knowledge of the first rules of arithmetic, and that ordinary attention which is required from junior as well as senior clerks. If this is to be transferred to the seniors, the more essential duty of examination must fall upon the juniors; in any case of doubt, the senior at the particular table is invariably referred to.
P. 55.—That the old practice of comparing the amount of the letter-carriers' accounts, and the deputy postmasters' bills be occasionally resorted to; a comparative account taken after the sorting also suggested.	It could not be of any advantage by way of check, as the charge against the letter-carriers is raised in London. The letters from the country include those for places passing through London, twopenny post, foreign, ship-letters, besides those to be delivered by the letter-carriers, and persons calling at the office; and when, in addition, the under and overcharges, the erasure of the taxes on franks charged in the country, &c., which are made in the course of examination in London, are recollected, it is evident that any attempt at a balance or comparison must be as impracticable as it would be useless.
P. 56.—That one officer be made responsible for the gross amount of letters in each grand division; that he superintend the subsorting, ascertain the charge against each letter-carrier, and that the total of such charges agree with the gross charge against the grand division. In the Report on the Twopenny Post, page 17, the practice of that branch of the department in this respect is referred to in support of the above suggestion.	The practice in former times was something of this description; and one of the most essential improvements ever made in the morning duty of the Inland-office, was the introduction of the present system in lieu of it. The letters are now sorted direct to the walk of each letter-carrier, and the charge is raised against each by clerks in the Inland-office, who are constantly changed to prevent the possibility of collusion; by this plan the delivery is expedited, the revenue better protected, and the opportunities of stealing letters materially narrowed. In the Twopenny Post, the taxes, the amount of postage, &c., are so different, and the arrangement of deliveries varies so much from that of the General Post, that a system, though working well in one department, may be wholly inapplicable to the other.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 58.—Instead of the present course of finally adjusting the differences in the letter-carriers' accounts, arising from re-sorted letters, in Mr. Stow's separate office, it is suggested that these differences, as well as all other items affecting the charge, should be at once entered from the dockets or other documents into the charge books of each division.	The adjustment of differences arising from mis-sorted letters (parts of the same streets being frequently in different walks), and allowances upon franks accidentally charged and from a variety of other circumstances, is going on to the latest moment prior to the dispatch of the carriers. The entry of every item of this description in the charge books of each division must create endless and most unnecessary confusion. The accounts are adjusted under the superintendence of the inspector, then checked by the president, and the final result, whether of allowance or addition to the charge, is then entered in the charge book.
P. 60.—The duties of the Inland-office, in respect to the general accounts of letter-carriers, to those performed by the tellers and check-clerks in establishing the original charges—these to be reported to the accountant-general; the intermediate accounts of divisions to be adjusted under the superintendence of the inspector of letter-carriers as an officer subordinate to the accountant-general; the discharge of the account of each division, by payments to the receiver-general, to be conducted through the same officer.	This, as it has been already stated, would be in some degree a return to the old and objectionable practice. If the original charges only are to be reported to the accountant-general, they must be errroneous in almost every instance, from the result of the subsequent adjustment. If the inspector of letter-carriers is first to arrange the accounts under the accountant-general, and then the payments to the receiver-general are to be conducted through the same officer, it would lead to make him a public accountant with the absence of any possible check upon him.
P. 62.—The total charge upon all letters to be expressed in one taxation.	It is not possible for postmasters in the country to know the precise line of demarcation between the General and Twopenny Post delivery. Mistakes, therefore, would be constant, as well as complaints that the postage had been increased in London. At present, the respective charges for General and for Twopenny postage are distinctly marked, and under any circumstances, it is difficult to conceive what advantage would be gained to the public by the alteration.
P. 64.—Preparatory sorting of the letters at the receiving-houses suggested.	The receivers are tradesmen, and any operation with the letters in an open shop, beyond the mere transfer from the receiving box to the bag, must be highly objectionable, even if it tended to forward the business at the General Post-office, but any attempt at such assortment, with nearly 700 post-towns classed in 24 divisions, would lead to extensive confusion, and would retard instead of expedite the delivery.
P. 65.—An improvement, if letters were brought before the taxing-officers, classed according to the post-towns, and in parcels subject to the same rate of postage.	It would be an unnecessary multiplication of labour, at a period when every moment is of importance.
P. 65.—Letters received in the early part of the day to be taxed, sorted and prepared, by proper officers, in the period of mid-day duty.	Unnecessary, as there is never any pressure at the commencement of the evening duty, when the letters posted at the early part of the day are disposed of.
P. 68.—A double check should be established upon the telling up of the postage, and entering its amount upon the slips and bills sent to the deputy postmasters.	In cases of suspicion, the telling up the postage against a postmaster is checked and verified by two clerks; it could not be adopted generally without preventing the dispatch of the mails at 8 o'clock, and without a great addition to the number of officers.
P. 69.—Letters sent to the Inland-office from the Twopenny Post, Foreign-office and Ship Letter-office, being taxed before transmission there, should be accompanied by an account.	It would not be of any use, for as the Inland-office does not collect the money, there is no necessity for any check.
P. 71.—The window-man should affix the date of the receipt of the letter at the moment of taking it in, and within the observation of the person delivering it.	It is as much as the window-man can do to mark the letter with red ink as paid, which is done within the observation of the person delivering it. The affixing the stamp at the same moment would be useless, and when the duty is heavy, impracticable.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 71.—The receipt of postage by the bellmen should be discontinued.	As this is considered by the public to be an accommodation, it is not advisable to disturb it. When the regulation was made for keeping open the receiving-houses an hour later, there was a misconstruction of an order, prohibiting the bellmen from receiving foreign postage in the streets, which gave rise to immediate and urgent complaints of inconvenience, &c.
P. 72.—In the case of all disbursements (by the window-man) charged upon the public, the officers concerned should be required to verify the payments before the Board, or some superior officer authorized for the purpose.	The return of overcharges made by the window-man is in each case verified by the signature of the applicant, and the accounts are examined and certified by the presidents prior to their admission by the accountant-general.
P. 72.—Claims for the conveyance of ship-letters should be discharged by the receiver-general, with the concurrence of the accountant-general, as well as all the payments not too minute to become an item in the public account; the window-man should therefore be no longer charged with this duty.	The receiver-general cannot pay any money but under the warrant of the Postmaster-general. The claims for ship-letters are certified and checked by actual examination of the inspector or the senior officer on duty, and supported by the receipt of the captain or bringer; the amounts are various, down to very small sums, and the bringer is entitled to demand immediate payment. If the practice were to be altered in London, which would not afford any additional check, the same principle must obtain at the outports, and altogether tend to prevent masters of vessels from bringing their letters to the Post-office, which it is the main object and intention of the Act of Parliament to encourage.
P. 73.—Different receivers might be provided at the General Post-office to England, Ireland, Scotland and the colonies.	This was formerly attempted, but it wholly failed, as persons sent with letters either do not know, or will not take the trouble to observe the distinction; it would not facilitate the progress of the duty, and would increase the chance of mistakes, by a reliance upon the accuracy of the public.
P. 73.—That receiving-houses be open for both General and Twopenny Post letters.	The present arrangement is the best adapted to the public convenience, as well as to the facilitating the business of the department. General Post letters are received at the Twopenny Post receiving-houses. If it is to be viewed as a question of expenditure, it is very doubtful whether any saving could be effected by the combination, and certainly not to such an extent as to justify any abridgment of the public accommodation.
P. 74.—The time of closing receiving-houses should be regulated with reference to the distance from the Head-office.	One fixed hour is the best to prevent complaints; the carts which collect the letters from the receiving-houses travel so rapidly as not to admit of any available difference in point of distance.
P. 75.—The business of investigating cases of missing letters should be transferred from the Inland-office to the solicitor's or secretary's office, and should invariably be brought under the cognizance of the Board.	The investigation can only be carried on effectually by practical officers thoroughly conversant with the details of the Inland-office, and the character and habits of the persons through whose hands the letters in the course of the duty would or might pass. At present, there is the advantage of a full co-operation between the secretary's office and the superintending president's office, and the assistance of the solicitor at the proper stage of the investigation. The result is always brought under the cognizance of the Postmaster-general when necessary, or when there is reason to believe that an offence has been committed by any individual belonging to the department.
P. 76.—The office of superintending president should be abolished, and the existing arrangements in his separate office dispensed with; one president to be added to the number already employed, and in the business of preparing the correspondence	There must be a head of the Inland-office, whether under the denomination of senior, president, or superintending president. The controlling officers are selected from the most competent and intelligent of the

Proposed by Commissioners.	*Postmaster-general's Observations.*
in the Inland-office for circulation, each of these officers on duty should have a particular portion of the business assigned to his special superintendence; they should equally be charged also with the adjustment of accounts, and make the necessary reports for the information of the Board and accountant-general. That their salaries should be more equal. Remark that the presidents and vice-presidents are not selected uniformly from the higher ranks.	officers, on the ground of superior qualification only, and without reference to rank or seniority, which is the best of all principles, as holding out an inducement to zeal and good conduct. They are charged with the adjustment of the accounts, and the superintending president has the assistance of the presidents and vice-presidents on all such matters as occasion may require. *See* Letter from the Postmaster-general to the Lords of the Treasury, 12th March 1832, on the new establishment, for more full details upon this head.
P. 77.—Everything relating to the raising and checking of charges should be entrusted to the senior clerks (clerks of roads).	The examination and the taxing of letters is performed by the senior clerks exclusively; the telling the amount of the charges, which is little more than a sum in addition, can be as safely entrusted to a junior as to a senior.
P. 80, 81 & 82.—With regard to the control of accounts, this department to be directly subordinate to the accountant-general.	It has been already stated that these accounts are adjusted by the inspector and checked by the president, which affords the means of a more immediate and efficient control than could be maintained by the accountant-general.
The letter-carriers should form one corps, and have assigned to them the delivery of letters of all descriptions, the necessary number being selected for each turn of duty by the proper officers.	It would be productive of the greatest confusion and delay, and would not be attended with any reduction in the number of persons or expense. An attempt was made some time since in the spirit of this recommendation, but it was found in practice to be so inconvenient to the public, and occasioned so much dissatisfaction and complaint, that it was of necessity abandoned.
P. 86.—The payments for the use of the alphabet should be fixed by authority, and the amount included as revenue.	It is also proposed to abolish the practice of giving credit to merchants by the windowmen. This would be a most unnecessary restriction upon a great public convenience, and would create the greatest complaint and dissatisfaction. The payment is in proportion to the accommodation afforded, and the amount cannot be included as revenue, as the credit is given at the risk, not of the public, but of the window clerks individually.
A salary of 600*l.* a year, proposed for each of the six superintendents, recommended to be retained for the Inland department.	It has been already stated that the superintendence of the Inland department is carried on by officers selected on the ground of qualification only, without reference to seniority. They receive the pay of their respective classes in the office, with a distinct allowance under the new establishment as presidents or vice-presidents, as the case may be. The superintendence cannot be provided for so efficiently, or at so little charge to the public, in any other mode.

CLASS 3.—*Suggestions of the Commissioners, with the Postmaster-general's Observations.*

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 12.—Remark on the habitual practice of dispensing with the direct authority of the Postmaster-general, as evinced in the large discretionary power exercised by the secretary, beyond the disposal of the great mass of what may be considered ordinary business; and also in case of the correspondence carried on with the public by the superintendent of mail-coaches.	The direct authority of the Postmaster-general is not dispensed with beyond "the disposal of the great mass of what may be considered ordinary business:" every case of any degree of interest or importance comes, in the first instance, under the notice of the Postmaster-general: in ordinary cases, the necessary inquiries are made, and information obtained by the secretary, until the proceedings are in a proper state to be laid before the Postmaster-general for his directions. The correspondence of the superintendent of mail-coaches with the public, is strictly confined to replies to ordinary and trivial complaints that may be addressed to him, and upon which he makes the necessary inquiries, but he has no power to act upon anything arising from such correspondence, without bringing the subject officially before the Postmaster-general.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 28.—Where extraordinary service and expense are undertaken, as in the missions of G. H. Freeling, Esq., to France and the West Indies, the sanction of the Lords of the Treasury should be previously obtained.	The mission to France was undertaken with the full previous concurrence of His Majesty's Government.
P. 36.—All correspondence hitherto conducted by the superintendent of mail-coaches should be transferred to the secretary's department.	The superintendent's office is, in fact, a part of the secretary's department.
P. 37.—The duties of the superintendent of mail-coaches to be confined to the superintendance of the part of the establishment in London, the examination of time-bills, and such matters as may be necessary to enable him to report to the Board upon all points connected with this portion of the service; that he be divested of all discretion or interference in the making of contracts.	Who is to perform the duties in the country, which form the greater part of the business? The superintendent does not make any contracts, but under the sanction of the Postmaster-general previously obtained.
P. 37.—No sufficient reason for the difference of salary allowed to the two inspectors of mail-coaches on the London establishment, above the five.	If all are to be paid alike, there is no reward for long and faithful service, or encouragement to good conduct. The five juniors are probationary, selected from the most respectable and intelligent of the mail guards.
P. 38.—The control over the claims of the inspectors for travelling not well ascertained.	There cannot be a more satisfactory check, which is by their journal of proceedings, showing upon what business they have been engaged every day they are employed in travelling.
P. 38.—The principle of increased allowance for length of service should be extended to the inspectors of mail-coaches.	They are selected for good conduct from the class of guards, and as they cannot attain the fixed salary until after many years of service, any further scale is unnecessary.
P. 50.—The practice of counting the whole of the letters might be dispensed with, and the object better attained by requiring each deputy postmaster to insert in his letter-bill the number of letters transmitted by him.	The present mode answers the purpose of a general comparison, which is the sole object, and a very unimportant one, of this trivial regulation.
P. 59 & 60.—That the letter-carriers should not be trusted to enter their own deficiencies upon the docket for payment according to the present practice, but the deficiency of each ought to be ascertained by the proper officer prior to the payment to the receiver-general, and reported directly to the officers charged with the superintendence of the department. The practice of the Twopenny Post department in this respect is referred to.	It is immaterial whether the letter-carriers enter their deficiencies upon the docket or not, the amount that ought to be paid by each man is ascertained, and furnished previously to the receiver-general, who knowing the sum he ought to receive, is at no loss to discover any deficiency, which is reported direct by him for the information of the Postmaster-general. The inspector of letter-carriers on his part reports the deficiencies to the accountant-general.
P. 63.—The whole duties of a division being performed by one officer considered objectionable.	It narrows responsibility, and there is no advantage to be gained in employing two persons to perform the duty of one.
P. 70.—It would be an improvement in the system of accounting in the Post-office department, if every letter at the place of its original departure were included in a charge, which it should be the duty of some responsible officer to liquidate, either by remittance or voucher, under some specific control.	There is some misconception in this recommendation. Every letter sent from London is included in a charge which must be liquidated in one shape or another by the office on which it is made; but in the cross-post circulation, it is wholly impracticable from the number and complexity of the voucher accounts that would be necessary between the most distant offices. The object to be effected is to fix a charge upon the office which receives the money, and which ought to account for it, and this is accomplished by the present simple practice.
P. 71.—The postage on bankers' parcels should be "told" as a check upon the entries in the book in which the amount of such postage is inserted.	The bankers' parcels are compared by the presidents with the entries in the book, and each entry is verified by the signature of the bringer, who pays the postage.

Proposed by Commissioners.	*Postmaster-general's Observations.*
Inspectors of Franks, p. 77.—In the examination of franks, it is suggested that there should be a separation of the two classes of parliamentary and official. The parliamentary might be checked by subjecting the whole in rotation to scrutiny on successive days. The duty seems of a nature to be allotted to senior clerks.	The inspectors of franks are senior clerks, who are assisted by juniors, under instruction for this particular business; and there is a separation in the course of the duty of the two classes of parliamentary and official franks. It certainly is possible for a member to exceed his number without detection, but if he made a practice of it, it could not fail to attract notice, and a check would be put upon them. It is the constant habit of the inspectors to subject the franks of members indiscriminately to scrutiny from time to time.
P. 79.—The duties of the inspectors of blind letters should be limited to the cases of letters erroneously sent into the Inland-office by the public, and not include those passing through that office, but to be sent forward to the other offices of the department.	As the ordinary duties connected with mis-sorted letters and those with imperfect directions are not sufficient to occupy the whole time of these officers, they may as well be employed in this as any other persons.
Sorters, p. 79.—Some of the most intelligent of letter-carriers might be employed as sorters, if their services could be made available for the evening duty; by which means a reduction of the number of clerks termed sorters might be effected.	Although called "sorters," they are clerks generally; and the mere assortment of letters is only a portion of the ordinary duties. The employment of letter-carriers in the evening sorting would be objectionable and weaken responsibility, and no reduction could be made in the number of clerks or sorters, as the full compliment is required for the morning duty.
Clerk of Money-letter Book, p. 80.—Should be a senior clerk; he should be required to discharge himself by producing to the controlling officer, at frequent fixed periods, the receipts of the deputy postmaster, and be responsible in the mean time for procuring (as at present) the acknowledgment of each divisional officer to whom such letters are delivered by him.	The duty, which was formerly done by a person called the "clerk of the money-letter book," is now performed by senior clerks; there is not only the signature of the clerk of the division, to whom each money-letter is transferred, but also the postmaster's admission of its arrival at his office on the letter-bill in addition. The return of the receipts from the postmasters is duly checked.
That the disposal of the money-letters for delivery in London be superintended by the officer taking charge of the letter-bills of the deputy postmasters.	This is more efficiently performed by the clerk who has charge of the money-letters collecting and signing the bills himself. The responsibility and registering of all money-letters are placed under the management of the same officer.
Newspaper Office, p. 83.—An inducement might perhaps be afforded to newsvenders to class the papers forwarded by them, on condition of their being received at the post-office at a later period than they are now taken, without the payment of the halfpence.	It would not facilitate the duty at the Post-office, and the hurry in which the business of the newsvender is performed would prevent the possibility of any reliance upon the accuracy of their sorting.
Messengers, p. 83.—Recommend that letter-carriers be employed in preference to messengers in stamping letters; the number of these last might then be reduced.	The letter-carriers are so employed in those parts of the duty where it does not interfere with the check. The employment of any additional number of letter-carriers would not make it possible to reduce the number of messengers.
P. 85 & 86.—The secretary's privilege of franking exposed to abuse in the correspondence of the Money-order office, and should be therefore withheld. The object of the establishment might be sufficiently provided for through the naval and military departments, and no other interference on the part of the Post-office necessary than that orders emanating from those departments should be paid by the deputy postmasters. If the Money-order office be continued as a branch of the Post-office, the proceeds to be appropriated to the revenue,	During the great number of years the Money-order office has been in existence there has not been a single instance discovered of the abuse of the printed covers. The remittance of small sums to sailors and soldiers forms at present but an inconsiderable portion of the money-order business. It is a great comfort and security to the lowest class, who have small sums to send to friends and relatives. The business being conducted by private capital, the revenue can have no pretence to the proceeds; but many years ago an

Proposed by Commissioners.	*Postmaster-general's Observations.*
and at all events no person on the establishment be allowed to acquire any new interest in it.	intimation was made to the proprietors, that no person on the establishment should be allowed to acquire any new interest in it; viz. that they must not take in any new partner.
Fees on Bankers' Parcels, p. 87.—The reason for permitting the receipt of fees on bankers' parcels unknown.	There never has been a fee of any description upon bankers' parcels.
Superannuations, Pensions, p. 88.—Some cases of superannuations and pensions appear to have been sanctioned by the Postmaster-general, without the authority of the Lords of the Treasury.	These are merely the remains of an old practice, under which the Postmaster-general considered himself justified in granting pensions, not from the revenue, but from the pension funds, of his own authority. For a great many years past no pension or superannuation allowance has been granted from any source, without the sanction previously obtained of the Lords of the Treasury.
Proportion of Attendance, Emoluments, &c. p. 89.—The mixture of duties, by the employment of clerks of the Inland department in other offices, and the inequality of attendance required from those in the Inland-office, remarked. Adequate salaries should be assigned to each individual, and the establishment of each office numerically adapted and limited with reference to its peculiar duties exclusively.	The employment of these clerks in other offices is now confined to the Dead-letter office. This course dispenses with the necessity of appointing a greater number of established clerks at much larger salaries, and holds out encouragement to respectable young men to employ their leisure hours advantageously to themselves, at the same time that the public service is performed at a cheaper rate than could be effected by any other means.—*See* Letter to the Treasury with the new establishment, 12th March 1832. With regard to the inequality of attendance, a clerk must have been in the Inland-office from 12 to 15 years before he can obtain the slightest relaxation in his attendance; both morning and evening the duty commences, summer and winter, at six A.M. The present arrangement is calculated not only to afford some relief when a clerk attains a certain standing in the office, but provides the necessary reserve in cases of pressure, and to supply the places of absentees from illness or other contingency.
Fines for Non-attendance, p. 89.—The indiscriminate levying a fine in the case of absence of a clerk, from whatever cause such absence may arise, and the appropriation of such fines as an emolument to others, deemed improper. Cases of absence should be brought before the Board to be determined upon.	In such and so large a department, where the public must be the sufferers from the absence or irregularity of those employed, the establishment of the strictest regulations are indispensable for the enforcement of punctual attendance, and to guard against the practice of absences on trivial occasions or under the pretence of illness. Although termed a "fine," it is in reality the simple payment of a substitute for the absentee; and, in special cases of absence of a junior of good character from severe illness, the Postmaster-general does relieve the absentee from the payment for substitutes. It is not an emolument to others, but a payment for extra service.

NINETEENTH REPORT:—IRELAND.

CLASS 1.—*Consisting of what has been proposed by the Commissioners, and has been already, or is to be, carried into execution.*

(signed) *Lichfield.*

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 3, 4 & 14.—The consolidation of the English and Irish departments of the Post-office recommended under one superintending authority for the whole of the United Kingdom.	Done.
P. 18.—The observations relative to the secretary's department in England applicable to the Irish office, and that the secretary should be remunerated by a fixed salary of 800*l.* a year.	*Vide* Observations on 18th Report. Done.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 20.—Objections as to the various duties to be executed by the senior clerk in other offices, and the inconsistency to which this practice has given rise. His services ought to belong exclusively to one department, and a sufficient salary assigned to him.	Remodelled by new establishment.
The absence of officers from duty, on paying a deputy to act for them, objectionable.	Not permitted under new establishment.
P. 23.—The business of the minute clerk should be performed by one of the clerks in the secretary's office.	Minute clerk abolished under new establishment.
Fixed salaries in lieu of all other emoluments recommended for the establishment of the secretary's office.	Done.
P. 25.—That an attempt should be made to procure contracts for the mail-coaches on the same system as in England.	Done.
P. 26.—Suggest an alteration in the law and practice with regard to the transmission of letters by private ships between England and Ireland, to prevent their illicit conveyance by other private means.	A bill is now before Parliament for regulating the conveyance of ship letters between England and Ireland.
P. 28.—The privilege of franking exercised by the receiver-general considered improper.	Franking privilege abolished.
P. 31.—Appointment by patent of the accountant-general considered objectionable.	Under the new establishment, the accountant-general holds office by appointment from the Postmaster-general.
P. 32.—That the Parliamentary accounts required to be furnished by the deputy postmasters should be made out by the proper officers of the establishment, without any extra charge.	Parliamentary accounts are now made out by the officers of the establishment without extra charge.
P. 32.—The item under the head of "Balance due from the Alphabet" objected to, as being returned to the accountant-general in one sum, instead of the part due from public offices, and that from individuals being stated separately, also the credit given for a week, too long; an account of this sort between the office and individuals is objectionable, and the credit given in these cases should be by the window-man on his own account.	The "alphabet" is incorporated with the Inland-office, and the duty and practice of the paid window placed upon the same footing as in London.
P. 34.—The Commissioners of Audit should receive directions from Government to proceed with the audit of the Post-office account, reserving the question as to the disallowance of certain payments made by direction of the Postmaster-general to the surveyors of new lines of mail-coach roads.	One of the first acts of the Postmaster-general upon the consolidation of the offices, was to call the attention of the Government to this point, and the accounts are now regularly audited.
P. 35.—The holding of a second situation by the senior clerk of the Letter bill-office to make up a sufficient salary, objectionable. The accounts of the monthly charges against the deputy postmasters should be transmitted direct from the clerk of the Letter-bill office to the accountant-general, without requiring the secretary's signature, and the letter-bill books submitted periodically to an effective examination in the presence of the secretary, accountant-general, president of Inland-office and receiver-general, and signed by each of these officers.	Altered by the new establishment; the Letter-bill office is consolidated with the accountant-general's department.
P. 37.—The improper practice of allowing the clerks and officers of the Post-office to take all letters upon the opening of the bags, which they may claim as belonging to them; the system of the English office of bringing to account the postage of single letters to the clerks of the establishment, and returning it to them, should be introduced in this case.	The same practice is pursued as in London.

Proposed by the Commissioners.	*Postmaster-general's Observations.*
P. 40 & 41.—The British Mail-office, Alphabet and Paid Window office, and Letter-carrier's office, should be classed under the same head of establishment.	Consolidated with the Inland-office.
P. 42.—The inconsistency remarked of a class of persons permanently employed in the office, stiled probationers.	Abolished under the new establishment.
P. 42.—The objectionable practice of officers in the department being habitually absent from duty, connived at by the heads of the department, in consequence of the severity of the duty of attendance. This leads to the delegation of important duties to young men not on the establishment, styled "extra probationers."	Not permitted under the new establishment.
P. 44.—The president of the Inland-office should hold no other situation out of the Post-office.	All this is altered by the new establishment.
P. 46.—The taxing clerks and sorters should be classed under one denomination; the number of the former might be reduced by half. The impropriety of the senior taxing clerk holding a situation in the Customs, and paying 52 guineas a year to a substitute to discharge his confidential duties in the Post-office. Six other taxing clerks, and the president of the Penny Post-office are practising attornies. The two situations in the Post-office filled by the second taxing clerk, and the consequent severity of the attendance required from him.	Regulated by the new establishment, under which the personal discharge of duty is insisted upon in every case without exception; and there has been a reduction of above 40 clerks in the sorting department alone, by the better arrangement of the duty, and the consolidation of the different offices connected with it.
P. 47.—The number of sorters greater than necessary, and the inconvenience of their distinction into classes.	*See* preceding observation.
P. 47.—The duties both of the tick clerk and bagman, insufficient employment for two individuals.	Regulated.
P. 49.—The salary of the comptroller of the British Mail-office recommended to be be increased, if it is maintained a distinct branch of the establishment.	Incorporated with the Inland-office.
P. 50.—Two additional sorters also recommended to be employed, and the expediency of omitting the registry of double letters to be considered by the head of the department.	Registry of double letters to be discontinued.
P. 50.—The office of collector of ship letters to be discontinued.	Abolished.
P. 51.—No necessity for the length of credit given by the paid window. That this office should be assimilated to the same department in England.	Incorporated with the Inland-office, and placed under the same regulation as in London.
P. 52.—The letters from the paid window when brought into the Inland-office, should not always be counted by the same person. The docket of the amount should be given to the president, and compared by him with the amount as told by the person taking the check.	Placed under the same check as in London.
P. 53.—No partial delivery of letters from the window should be allowed till the letter-carriers are ready to go out.	No partial delivery is allowed.
P. 54.—The necessity of effecting a complete reform in the constitution and discipline of the Inland-office.	A complete reform has been made in the constitution and discipline not only of the Inland-office, but of all the departments of the General Post-office in Ireland.

See Letter to the Treasury, 15th Nov. 1831, and papers on the Irish establishment, accompanying it.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 63.—The office of superintendent of mail-coaches recommended to be abolished;	Superintendent of mail-coaches abolished.
the responsibility of the guards, and the arrangement of mail-coach lines, to be vested in the assistant-superintendent, and the duties of the cross posts and the examination of the time-bills, that regulation to the district surveyors, each of whom should make a weekly report of the state of his district.	Placed under the same regulations as in Great Britain.
P. 66.—The English system, both with regard to the establishment and superintendence of the riding posts, recommended to be adopted.	Done.
P. 69.—The situation of resident surveyor to be discontinued.	Done by the new establishment.
P. 71.—The practice of sending clerks from Dublin to do the duties of surveyors in various parts of this country, while regular and extra surveyors were unemployed, commented upon: four surveyors considered sufficient for the service of Ireland.	There are three surveyors only actually upon the establishment, and one assistant in a course of training.
P. 73.– Refer to the objectionable custom of permitting the regular letter-carriers to absent themselves habitually from their duty, on employing a substitute taken from the supernumeraries in the office, at a reduced weekly payment, a practice still more improper, as the persons to whom it is permitted hold situations in other public establishments distinct from the Post-office.	Placed under proper regulation.
P. 73.—Object to the practice of sorters and other persons belonging to the office sending and receiving their own letters and those of their friends without charge, and particularly of those present at the opening of the bags helping themselves to such letters as they claim, without check or account.	Placed under proper regulation and on the same footing as in London.
An extensive reduction might be made by a revision of the Penny Post-office. Objection to the chief clerk and president and principal window-man holding situations in the Inland-office. The postage on Penny-post letters might be paid at the General Post-paid window. The country part of the establishment should be revised.	Incorporated with the Inland-office.
P. 75.—The exercise of the privilege of franking by the Penny Post should be confined to the provisions of the Act of Parliament.	The franking privilege is now confined strictly to the provisions of the Act of Parliament.
P. 75.—The letter-carriers of the General and Penny Post to be united in one corps, and their services made available for the delivery of both descriptions of letters.	Done.
P. 76.—The situation of surgeon might be dispensed with.	Office abolished.
P. 77.—The situation of housekeeper, both as to duties and emoluments, to be assimilated to the corresponding office in England.	Done.
P. 79.—Inexpedient to continue the appointments of clerks of the roads and express clerks on the present footing.	Abolished by the new establishment.
P. 80 & 81.—Point out the objections to the privilege of dealing in newspapers by clerks of the roads, and to a privilege of the same description as regards other publications by the express clerks. Recommended that the establishment of both be wholly abolished, giving the actual holders of those appointments the amount of their present incomes in the shape of direct salary.	Newspaper privilege abolished.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 85.—The privilege of Parliamentary franking should be assimilated by law to that in England.	In practice, the Parliamentary franking is under the same regulations in the two countries. *See* Instructions to Mr. Godby.
P. 86 & 87.—The extensive abuse of official franking stated to require regulation, as also the permission given to religious and charitable societies in Ireland to forward letters, books and papers, free of postage.	*See* Instructions to Mr. Godby.
P. 89.—The suspension fund to be abolished, the accounts relating to it submitted to examination, and any balance remaining to be paid over to the receiver-general on account of the public.	Regulated by Act of Parliament. Abolished.

Class 2.—*Proposals of the Commissioners, to which the Postmaster-general objects.*

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 25.—The solicitor should be paid by a fixed salary, be restrained from private practice, and have an office in the Post-office. A stated allowance to be made him for travelling expenses and subsistence out of Dublin, when employed by direction of the Postmaster-general.	*See* Observations under this head, in the 18th Report. There is not sufficient duty to occupy the whole of a professional man; and such a fixed salary as would induce a competent person to devote himself, to the exclusion of all other business, to the Post-office, would entail a great and unnecessary expense upon the public. The travelling expenses are put under proper regulation.
P. 29.—The appointment of receiver-general proposed to be suppressed.	The appointment is necessary, and cannot be dispensed with.
P. 52.—It is suggested that the window-man should mark a post-paid letter, return it to the party bringing it, to be put by him into another receiver detached from the window; a distinct officer to take charge of that box, and to furnish a daily account of the letters there deposited to the accountant-general.	A very circuitous and inconvenient mode, offering the most palpable facility to the commission of fraud.
Letter Carriers, p. 53.—The recommendations with respect to the corresponding departments in England applicable to the Irish establishment; the numbers unnecessarily great; a few probationary carriers might be retained. The letter-carriers should be placed on the same scale of remuneration as recommended for those in the London office.	*Vide* Observations under this head, in the 18th Report. Under any circumstances, recollecting the difference in the price of the necessaries of life in London and Dublin, it would be an unnecessary expenditure of the public money to place the letter-carriers in Dublin on the same scale of remuneration with those in London. The numbers have been greatly reduced by the new establishment.

Class 3.—*Suggestions of the Commissioners, with the Postmaster-general's Observations.*

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 19.—On the different constitution of the secretary's office as recommended, it is conceived that the separate appointment of chief clerk might be discontinued.	Office remodelled by new establishment.
P. 20.—It might be better to leave the heads of departments to obtain supplies of stationery under a previous estimate, not to be exceeded without special sanction, than to require the intervention of the first senior clerk of the secretary's office, which as executed does not afford any efficient check on the requisitions.	The stationery is now supplied from the stationery-office, upon a demand approved by the secretary as a check upon the description and quantity of the article.
P. 21.—The management of remittances from deputy postmasters to be assimilated to the practice recommended in treating of the English office in the 18th Report.	The management of the remittances is placed on the same footing as in the English office.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 32.—Suggestion, that instead of the present practice of transmitting the books in which the accounts of bye letters, charges and credits, for dead and re-directed letters are kept from the different offices backwards and forwards between them and the accountant-general, that the latter officer should be furnished with these accounts in monthly sheets to remain in his hands.	The bye letter accounts transferred to the accountant-general's office, in which the credits for dead and re-directed letters are also checked.
P. 32.—The accountant's office to be furnished quarterly with a complete account of the deputy postmasters' credits for salary and horse-posts.	Placed on the same footing as in London.
P. 32.—An arrangement should be made for obtaining immediate payment from the proper department of the sums advanced by postmasters for soldiers' wives when travelling, the delay in these cases being a great hardship to the deputy postmasters, and an inconvenience as regards the settlement of their accounts.	The allowances to soldiers' wives are no longer made through the country postmasters.
P. 43.—The severity of the rule of indiscriminately laying a fine for non-attendance on probationers, from whatever cause their absence may have proceeded.	There is no class of this description under the new establishment.
P. 46.—Remark on the duty of clerk of the money book being performed by deputy.	No person is allowed to perform his duty by deputy under the new establishment.
The extreme hardship of the cases of some clerks fined for absence occasioned by illness.	*See* Observations in the 18th Report.
P. 55.—The impropriety of the union of other avocations, especially of solicitors or attorneys, with those of clerks in the Inland-office.	Not permitted by the new establishment.
P. 55.—The services of the whole body of clerks to be confined under one classification, and made available to the general business by rotation, and a remuneration to be assigned to each adequate to his duties, and sufficient to command his exclusive services.	The whole of the department has been remodelled, and placed upon a footing calculated to afford an adequate remuneration for the full services of the parties employed.
P. 58.—That the probationary clerks be placed on the footing of regular clerks, and with adequate salaries.	Class of probationers abolished.
P. 59.—The dockets accompanying bye-letters might be sent to Dublin for examination.	The bye-letter accounts, as before stated, are placed under the same check as in London.
P. 60.—The time allotted during the day for the delivery of dead letters, insufficient.	The time, which was formerly two hours per diem, has been extended to six hours.
P. 64 & 65.—The contracts for mail-coaches do not appear to have been held out to any real competition, and the greater expense of the establishment contrasted with that of England.	Placed on the same footing as in Great Britain.
Objection to sending strangers from a different part of the kingdom as postmasters to small towns with which they have no connexion, and where the salaries are very low.	This does not depend upon the Postmaster-general.
P. 89.—The authority for making reductions from the stipulated price payable to contractors for mail-coaches requires revision.	No fines are now levied upon mail-coach contractors.

TWENTIETH REPORT: – SCOTLAND.

CLASS 1.—*Consisting of what has been proposed by the Commissioners, and has been already, or is to be, carried into execution.*

(signed) *Lichfield.*

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 7.—Impropriety of the office of cashier being united with that of the person appointed to preside over the department. The office of cashier should be filled by a deputy, with one clerk under him.	Remodelled by the new establishment. Deputy Postmaster-general abolished. A distinct office has been established for the receipt of the public money, consisting of a receiver and one clerk.
P. 14.—Reference made to the 19th Report in respect to the salary recommended to be assigned to the secretary.	The fixed salary to the secretary is the same as that recommended by the Commissioners.
P. 15.—In fixing a future permanent establishment for the secretary's office, the present extra allowance for the performance of the duty of registrar of bonds to be abolished, such duty to form part of the business of the first clerk, who should be placed on a more suitable footing of salary.	The salaries in the secretaries' and all the other departments regulated by the new establishment, under which there is no separate allowance to the registrar of bonds.
P. 20.—The letter-bill clerk should be placed on a more suitable rate of salary (as proposed in a subjoint establishment), and be considered eligible to the office of accountant.	Incorporated with the accountant's department.
P. 27.—The distinction in the title between president and superintending president of the Inland-office improper, their duties being the same.	Regulated by the new establishment.
P. 31.—The salaries proposed to be in lieu of all extra emoluments. An increase of 12 clerks on the establishment proposed.	The salaries under the new establishment are in lieu of all extra emoluments. The window clerks receive gratuities from the merchants whom they accommodate with credit at their own risk, but the amount is not guaranteed or calculated upon as making up the official income of the clerks employed. The recommendation as to the number of clerks is not understood. The Commissioners propose 20 as the force of the sorting-office; the new establishment consists of 23, and the business cannot be done with less.
P. 34.—The junior surveyor should be required to reside at Glasgow.	He lives at Greenock.
P. 36.—The housekeeper's salary to be fixed at 100*l.* a year, leaving her to provide such assistance as may be necessary for the service of the office.	Done by the new establishment.
P. 37.—Fixed salaries in lieu of fees to be established throughout the department.	This has been the object of the new establishment.
P. 42.—The present arrangements, both as respects the arrival and departure of the London mail, and for the communication with the two principal cities of Scotland, susceptible of still further improvement.	The mails to Edinburgh and Glasgow have been greatly accelerated.

CLASS 2.—*Proposals of the Commissioners, to which the Postmaster-general objects.*

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 31.—That the services of all the letter-carriers should be made available to the duties of sorting and stamping.	This would open the door to the renewal of the frauds which led to the dismission of nearly the whole of the persons employed in some of the departments of the Scotch-office in 1822; and which, as appears by the Report and the Appendix, were committed by a misuse of the stamps, and collusion between the clerks, stampers, and letter-carriers.
P. 35.—The surveyors should, on all occasions not of pressing emergency, report to the deputy postmaster-general their intention of proceeding on survey, and wait an authority for so doing before they commence their journey. They should also sign the letter-bill of every office on the day or days upon which they visit them. A permanent salary of 200 *l.* a year, with certain fixed allowances, to be assigned to them.	If the proposed regulation is meant as a check upon the surveyors, it is unnecessary, as in their journals they have to account for every day of their time, and the business upon which they have been engaged. The allowances to the surveyors generally are fixed on a liberal scale, for the express purpose of inducing them to travel, so that the discipline of every branch of the service may be kept up by their constant personal superintendence in all parts of their districts. As the living is cheaper in Scotland than in England, the travelling allowances to surveyors hereafter to be appointed to this part of Great Britain, are to be reduced from 26 *s.* to 21 *s.* per diem.
P. 41.—The combination of the deputy-superintendents of mail-coaches with the district surveyors, recommended.	*See* Observations under this head, in the 18th Report.

CLASS 3.—*Suggestions of the Commissioners, with the Postmaster-general's Observations.*

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 19.—It is conceived that in Edinburgh, where there is less business than at the London Post-office, it would be practicable to revise the taxation of letters, and re-tell them before they are dispatched from the office, with the addition perhaps of a few more officers on the establishment.	The shortness of the interval between the closing the boxes and the dispatch of the respective mails, will not admit of the adoption of the proposed measure.
P. 22.—The inspector of dead letters, being agent for the Money-order office, the recommendation contained in the 18th Report, of the abolition of the London-office, is referred to as applicable in this case also.	*See* Observations under this head, in the 18th Report.
P. 30.—Remarks on the letter-carriers being employed indifferently in the delivery of either Penny or General Post letters, as strengthening the recommendation of the same system for London.	*See* Observations under this head, in the 18th Report. An arrangement may answer perfectly in Edinburgh, which must be wholly inapplicable and impracticable in London.
P. 31.—Remarks on the low rate of remuneration allowed to the letter-carriers, and attention drawn to a proposed scale for that branch of the service.	They are on the same scale as in Dublin.
P. 39 & 40.—It is recommended that the exemption from tolls should be restored to the mail-coaches in Scotland. The objection to the present law, charging an additional halfpenny on each letter, to provide for the loss to the revenue by the payment of tolls by mail-coaches.	This does not depend upon the Postmaster-general, but upon Parliament, by whom the exemption of mail-coaches in Scotland from toll was abolished, and the extra halfpenny on letters conveyed upon mail-coach roads intended as an equivalent.
P. 41.—The alleged inconvenience of the situation of the Glasgow Post-office, and if really as great as described, the removal of the office recommended.	The Postmaster-general does not provide offices in provincial towns. No sufficient proof of actual inconvenience or delay has been brought forward to justify the Postmaster-general in calling upon the postmaster to remove his office to another situation.

TWENTY-FIRST REPORT:—TWOPENNY POST.

Class 1.—*Consisting of what has been proposed by the Commissioners, and has been already, or is to be, carried into execution.*

(signed) *Lichfield.*

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 12.—Fees on letter-carriers' bonds and the produce of the sale of waste paper objected to, as items of emolument in the comptroller's office.	The letter-carriers' bonds are now made out by the solicitor, and the produce of the sale of waste paper is brought to the account of the revenue.
P. 9. 11 & 12.—The comptroller's office constituted and discharged, as described in the preceding pages, not considered to be attended with any certain advantage to the service, and its discontinuance recommended.	Office of comptroller abolished.
P. 23.—Objection stated to the attendance of clerks in the sorting-office, being in some instances only on alternate days.	Under the new establishment the attendance of the clerks is daily.
P. 23.—All emoluments derived otherwise than from fixed salaries recommended to be abolished.	Done by the new establishment.
P. 28.—The liquidation of the charges ascertained in the sorting departments, should be superintended in the manner suggested in the 18th Report, with respect to the letter-carriers and receivers under the control of the accountant-general, and the office of the accountant of the Twopenny Post discontinued altogether.	Office of accountant of the Twopenny Post incorporated with the accountant-general's department.
P. 29, 30.—The charge takers might make their payments direct to the receiver-general. The paid postage collected by receivers might be brought to account through the window-men, and the collector's office of the Twopenny Post dispensed with altogether.	The collector's office is abolished, and the charge takers make their payments direct to the receiver-general. The paid postage is brought to account in the same manner.
P. 35.—Receiving houses in the country should be occasionally inspected by the surveyors, who should report the results of their inspection.	They are frequently inspected by the superintending president.
P. 42.—That the contractor for the rides be bound in a penalty for the due performance of the contract.	This will be attended to in a new contract.
P. 43.—Mail-coaches might be employed to bring the early dispatch to town, in those cases where they are used for the evening one to the country.	In the progress of the extensive improvements and alterations which have for some time past been made and are making, particularly in the country districts of the Twopenny Post, it is hoped that this suggestion may be brought into effect upon a more extended scale than here proposed.
P. 48.—The authority of the Lords of the Treasury should be obtained in each instance of superannuation.	No person can be superannuated but under the authority of the Lords of the Treasury.

Class 2.—*Proposals of the Commissioners, to which the Postmaster-general objects.*

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 11.—The check upon the accounts for postage of bye-letters in the Twopenny Post department, to be exercised in the general bye-letter office.	The general bye-letter office has been incorporated with the accountant-general's department. The twopenny bye-letter postage is collected by the letter-carriers, and the check is more immediate and effectual under the present mode, than if transferred to the accountant-general.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 11.—A president of the sorting department to superintend each of the two branches of the Twopenny Post, and all matters requiring superior power or discretion to be managed by the Board, aided by the secretary and proper officers charged with the personal superintendence of the accounts, &c. of the establishment respectively.	The two distinct branches of the Twopenny Post are abolished; the constitution of the office has been changed, and placed on the same principle as the Inland and Foreign offices.
P. 17.—The checking of the several daily accounts transmitted from the receiving houses with the abstracts to be separated from the duties of the sorting-office, as well as the examination of the town receivers' monthly claims for 1 *d.* on every 10th letter taken in: the duty of this office, as regards accounts, to be confined to ascertaining the accuracy of the letter-bills, and establishing in the first instance the charge against the receivers and others responsible for the revenue on the letters.	The observation on the bye-letters applies equally to this proposition. The receivers are now paid by fixed salaries, and there are no longer claims for 1 *d.* on every 10th letter.
P. 19.—The intermediate settlement of accounts between the Inland, Foreign, Ship-letter and Twopenny Post-offices unnecessary: the whole of the postage of a letter from whichever office received, should be affixed in a single taxation, and the amount liquidated through the letter-carriers' department, upon the plan suggested in the 18th Report (p. 60.)	There is no money account between the Inland and Twopenny Post; the account is merely for the purpose of information, as to what portion of the amount collected is General, and what is Twopenny postage. *Vide* observation on the 18th Report, as to the proposition that the whole of the tax should be marked in one sum.
P. 21.—The examination of the letter-bill account and abstracts of the Twopenny Post department should form a part of the business of the general letter-bill office; for this purpose the "slips" of each ride to be forwarded to that office, the superintendence of the liquidation of the charges raised on such slips to be provided for out of the sorting-office.	Answered with reference to the bye-letters. The business is now performed under the immediate inspection of the superintending president, and the check is at least as complete and more immediate than it could be if transferred to the accountant-general's office.
P. 23.—The employment of letter-carriers in sorting considered desirable, and in that case the number of sorters might admit of reduction.	The letters are now sorted in readiness for the letter-carriers as they arrive with their respective collections. The proposed plan therefore would delay the deliveries, independent of any objection in principle to employing letter-carriers in sorting, if it can possibly be avoided.
P. 24.—Suggestion as to the possibility of merging the sorting-office of the Twopenny Post, at the General Post-office, in the Inland-office.	*See* the Letter from the Duke of Richmond to the Lords of the Treasury, dated the 8th April 1835, page 3, by which it is shown that the adoption of this proposition would be most injurious to the public and to the revenue, without the chance of any advantage or possibility of reduction in the number of officers.
P. 32.—It would be desirable that the paid postage should be transmitted with the letters as from the General Post receiving-houses. A doubt is expressed whether the degree of convenience to the public in the option of paying 2 *d.* postage, was sufficient reason for incurring the inconvenience and expense attending the keeping and checking the voluminous accounts it occasions.	The paid postage from the receiving houses by each collection is of very trifling amount. The adoption of this proposition would materially impede the business of this office, and require additional clerks for the paid window. Any restriction in this respect would deprive the public of a most valuable accommodation; which perhaps in effect is of more consequence than even the power of paying General Post letters. At a great number of houses it is a rule never to take in an unpaid Twopenny Post letter.
P. 33.—The number of houses receiving paid letters might be limited.	This would be an abridgment of the public accommodation, without any sufficient reason to justify it.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 34.—A reduction in the total number of receiving-houses proposed, and that at least one in each division should be considered sub-sorting officers.	This could not be done without an abridgement of the public accommodation.—*See* Observations on the 18th Report, on the proposition for combining the General and Twopenny Post receiving-houses. It has been found that the business has been much accelerated, and the public accommodation consequently increased, by bringing all the sorting into one office.
P. 39.—The abolition of the class of supernumerary letter-carriers recommended, leaving length of service to constitute the only distinction amongst the letter-carriers generally.	There must be a corps of reserve to meet contingencies; and the present arrangement has the twofold recommendation of the payment being in proportion to the service performed, and of there being no other mode in which it can be done at so small an expense to the revenue. The supernumeraries are placed upon the class of regular letter-carriers as vacancies occur.
P. 46.—The employment of stage-coaches to carry the letter bags, suggested, which the proprietors would perhaps undertake for the single exemption from tolls.	The punctuality of the short coaches is not to be depended upon. The trustees would not fail to object; and if the tolls are to be defrayed at the expense of the revenue, it is questionable whether, independent of other considerations, the expense would be less than at present.
P. 50.—The incorporation of all classes of letter-carriers recommended, making their services available for all portions of the correspondence, Inland, Foreign, or Twopenny Post.	*Vide* Observations under this head, in the 18th Report, and the Duke of Richmond's Letter to the Treasury, the 8th April 1835.
P. 54.—Additional sorting-offices recommended in central situations.	Branch-offices for the dispatch of the letter-carriers have been established in central situations; but as it has already been observed, it has been found more advantageous to consolidate the sorting at one office.
P. 57.—The time for the receipt of each letter at a receiving house should be limited only by the time necessary for transmitting the correspondence thence to the point of general dispatch.	There must be a general and fixed time well known to the public for all the receiving houses, or it would cause great confusion and complaint.
P. 59. The district establishments of receiving houses for General and Twopenny Post letters shall be dispensed with; a receiving house should be open to both descriptions of letters, by which means a number of houses equal to those now maintained exclusively for the service of the General Post might be discontinued.	*See* Observations under this head, in the 18th Report.

CLASS 3.—*Suggestions of the Commissioners, with the Postmaster-general's Observations.*

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 20.—The proposed duties of the persons officiating as presidents in the sorting-office being of a very confidential and responsible nature, it is considered that they should be of superior rank to clerks. Each president should be required to take part in each day's duty.	The principle of selection on the ground of qualification only (which is explained in the Observations on the 18th Report) applies to the Twopenny Post as well as to the other departments: without the practical education, which can only be attained by serving as a clerk, it would not be possible for any person to possess the necessary requisites to qualify him for the situation of president.
P. 22.—Dead letters should immediately form a charge against a responsible officer; after remaining with him one month, to be transferred, under the sanction of the accountant-general, to the General Dead-letter office; the property contained in such letters to be paid over, probably weekly, to the receiver-general, a registry being kept to facilitate claims for restitution.	The Twopenny Post Dead-letter duty has been transferred to the General Dead-letter office, to which the letters of this class are sent daily.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 22.—The services incident to raising the charges in the first instance against accountants from the sorting-office, should be confided to senior clerks.	*Vide* observation on the duty of telling up up charges, in the 18th Report.
P. 30.—Receipts from the "rides" or country districts to be directed through the same channels as those of country post-offices.	The money collected by the country letter-carriers is paid direct to the receiver-general.
P. 33.—That receivers in town and country act under the same obligations.	The country receivers never retain any postage in their hands, but transfer the postage on paid letters with the letters to the collecting letter-carrier; no security is therefore required from them.
P. 39.—Suggestion as to the advantage of allowing supernumerary letter-carriers an option of receiving payment according to the number of deliveries effected by them, at a certain rate of delivery, in preference to the fixed weekly stipend.	The consequence of the adoption of this suggestion would be, that during some periods, when there is no great pressure of duty, this class would not receive enough for their actual subsistence. A fixed rate is infinitely better than leaving the mode of payment to the men, who would have the option also of absenting themselves from the office whenever it might suit their convenience.
P. 41.—It would be desirable that a survey of the country districts should be made by the surveyors of the General Post-office, who should make a report on the existing arrangements, the adjustment of the divisions, walks, &c., the number of receiving-houses, and the comparative apportionment of letter-carriers: the number of these last might perhaps admit of reduction.	The surveyors can know nothing of the practical details of the Twopenny Post. The country districts have been surveyed and wholly remodelled by the superintending president, with most beneficial results to the accommodation of the public and to the revenue, and at a much less expense than by the mode proposed: he is in the practice of frequently inspecting them, and satisfying himself by personal observation as to the performance of the duties. The continued increase in the number of buildings round the metropolis gives frequent occasion for an addition to the number of letter-carriers, instead of admitting of any reduction.
P. 48.—The mode of adjusting the mileage accounts, recommended in the 18th Report, page 36, should be adopted in the Twopenny Post rides.	*See* observation under this head, in the 18th Report.
P. 58.—The mail-carts employed in the conveyance of the General Post letters might be made available for the purposes of the Twopenny Post.	Additional carts must be employed, which would be more expensive than the present system of boys on horseback.

TWENTY-SECOND REPORT:—PACKETS.

(signed) *Lichfield.*

Proposed by Commissioners.	*Postmaster-general's Observations.*
Holyhead, p. 20.—Surprise expressed that no part of the stores for the depôt at Holyhead is procured by contract; and a remark, that if such an establishment for the repairs of packets be deemed necessary, that circumstance constitutes an additional objection to maintaining packets, the property of the Crown.	The stores for Holyhead are procured at Liverpool at the wholesale market price of the day, with a due regard to their quality, which is the same course that is pursued by the chief private steam establishment at Liverpool. Coal being the article of the heaviest charge in the expenditure, great attention has been paid to the means of obtaining supplies, combining the requisites of cheapness, certainty and quality, and long experience has shown that they are best attained by the plan now in operation of purchasing at the pit-mouth, and employing vessels belonging

Proposed by Commissioners.	*Postmaster-general's Observations.*
	to the Post-office, formerly sailing packets, which, if attempted to be sold, would have produced scarcely anything. As there are no tradesmen at Holyhead, there was no alternative but to send away the packets to some other port on the occasion of even the most trivial repairs, or to provide the means of performing them on the spot; and it is capable of easy proof, that by the establishment at Holyhead, the packets and the machinery are repaired at least as efficiently, and certainly at a much less expense, than could be effected in any other mode. It may, perhaps, be considered as a proof of the Post-office not being far wrong in this matter, that at Liverpool and in London, with all the facilities which those places afford of choice of tradesmen and competition, the managers of the largest steam vessel companies have set up similar establishments of their own at each of those ports.
P. 22.—The combination of the conveyance of passengers with the correspondence, as a speculative expedient, should not have been resorted to under the circumstances referred to in the preceding pages.	The combination of the conveyance of passengers with the correspondence, has ever been in operation by the Post-office packets. If the observation applies to the question of contract or establishment for the steam-packets, that was decided by the Government of the time, preparatory to the first introduction of steam-packets at Holyhead.
P. 22.—The two extra vessels used in conveying the mail between Holyhead and Dublin should be discontinued, and the Postmaster-general enjoined to avail himself "of any means that may suggest themselves in the process of time for moulding the whole system to the former established practice of the service."	This point was brought under the consideration of the Chancellor of the Exchequer in the Duke of Richmond's note of 15th March 1834, which has been laid before Parliament. The Postmaster-general then stated, that "if it was imperative on the Post-office to reduce the packet expenditure, the morning packet may be discontinued, the saving from which may be estimated at about 10,000*l.* a year." The Postmaster-general has not received any instructions from the Treasury to discontinue this packet, which, if done, would materially prejudice Manchester, &c. in its correspondence with the interior of Ireland. The former established practice of the service was for the packets to be furnished by the commanders, under an implied contract; and at the outset, an attempt was made, both at Holyhead and Dover, to revert to the old practice, and to induce the commanders to maintain and navigate the steam-packets on their own account, under any arrangement that should be most acceptable to them, but they refused to have anything whatever to do with them.
P. 23.—The arrival of the London mail at Holyhead an hour earlier particularly desirable.	At the date of the Commissioners' Report, the mail-coach reached Holyhead at 1 h. 17 m. A.M.; it now arrives at 10 h. 55 m. P.M., 2 h. 22 m. earlier.
P. 23.—As soon as the vessels now employed in the conveyance of the mails can be satisfactorily disposed of, the whole of the packet establishment at Holyhead be dispensed with.	This does not depend on the Postmaster-general, but upon the view which His Majesty's Government, after due inquiry and consideration, may take of the question of contract or establishment upon the Holyhead and other routes. It will be observed on reference to the context, that the Commissioners of Revenue Inquiry do not recommend the total abandonment of the employment of steam-packets the property of the Crown.
P. 24.—The sorting in England of letters destined for the principal places in Ireland recommended, and the same rule to be applied to letters passing Ireland to England.	This recommendation had reference to a plan for forwarding certain letters by express from Howth immediately on the arrival of the packet, which was negatived by the Treasury. It is also rendered unnecessary by the earlier arrival of the mail in Dublin. *Vide* last paragraph but one.
P. 27.—The eligibility of Howth as the packet station in preference to Kingstown, adverted to.	The packets were transferred to Kingstown with the authority of the Lords of the Treasury. It is understood, that on a subsequent memorial, the general question has been referred for the consideration of the Commission of Inquiry into the Post-office.

Proposed by Commissioners.	*Postmaster-general's Observations.*
Liverpool, p. 40.—The plan for establishing Post-office packets at Liverpool appears to be in contradiction to the recorded sentiments of the responsible authority presiding over the department, and the arrangement should no longer be permitted to exist; the transmission of the correspondence should be provided for by the means afforded at the port of Liverpool, and thrown open to competition.	On a reference to the Appendix, No. 10, it will be seen that the statement in the Report is not borne out to the extent assumed, as to the recorded sentiments of the responsible authorities. The packets at Liverpool were established with the twofold object of accelerating the mail from London *via* Holyhead, as well as providing a certain and expeditious means of conveyance for the important correspondence of the commercial and manufacturing districts centering at Liverpool, with Ireland. The former was afterwards given up with the concurrence of the Treasury. The opinion of the Postmaster-general, as to the extent of the correspondence, was given so far back as 1824, when there was no direct packet between Liverpool and Ireland. There is reason to believe that the correspondence is nearly trebled since that period; and the merchants of Liverpool and Dublin have more than once shown their decided feeling of the value of the establishment, by petitioning Parliament and memorializing the Postmaster-general against the removal of steam-packets, the property of Government, and entrusting the service to contract.
P. 45.—The use of the harbour at Kingstown for these packets objectionable, as it involves an additional establishment and provision of stores.	There is not water at Howth at all times of tide for the Liverpool packets, and by the transfer of the Holyhead packets to Kingstown from Howth, the establishment at the latter place has been saved. The only establishment at Kingstown is a coal store and one man.
Milford, p. 52. 55.—The stations of Milford and Waterford considered advantageous for carrying on the correspondence between the south-west of England and the south of Ireland, and sufficient provision should be made for its maintenance with the requisite punctuality.	This question was brought under the special consideration of the Government by the Duke of Richmond's note to the Chancellor of the Exchequer of 15th March 1834.
Portpatrick, p. 59.—The discontinuance of this route for letters, on the forward points of the line through which the London and Holyhead mail passes, suggested.	The letters only for certain parts of Ireland are sent by way of Portpatrick, that reach their destination more expeditiously by that route.
P. 59.—The transmission of letters between Scotland and the north of Ireland should be provided for in private vessels (as is now partially done,) direct from Glasgow to Belfast.	The communication by packet *via* Portpatrick and Donaghadee, is every day in the year, which is not the case with the private vessels. Ship-letters are forwarded by the private vessels between Glasgow and Belfast, if the public think proper to avail themselves of that mode.
Isle of Man, p. 60.—The principle of competition recommended to be acted upon in framing future contracts.	This has always been the case with the mails from Liverpool to the Isle of Man.
P. 61.—A Post-office communication suggested from Whitehaven, traversing the Isle of Man, and from thence to Belfast.	Whitehaven was abandoned some years since as the point of Post-office communication with the Isle of Man, in consequence of the superior facilities afforded by Liverpool. The suggestion of the Commissioners is coupled with a variety of considerations, which appear to render it a question rather for the decision of His Majesty's Government than of the Postmaster-general.
Weymouth, p. 64.—Remark as to the salary of the agent increased in consequence of his having the charge and management of the vessels and their stores. No stores stated to be in store at the station.	The duties of the agent at Weymouth were totally altered in character and responsibility by the introduction of steam-packets. Whilst the service was performed by sailing vessels, found by the captains at a fixed annual sum, the agent's ordinary duty was little more than to register their arrival and departure, and to report any neglect: his salary was then 150 *l.* per annum. On the change of establishment, the charge of the steam-packets devolved upon him, with the payment of the crews and the tradesmen's bills, and the responsibility for their proper equipment, &c.: he became a public accountant, having to receive and disburse large sums of the public money, and the Treasury authorised the increase of his salary to 300 *l.* Although there is no depôt at Weymouth, the agent

Proposed by Commissioners.	*Postmaster-general's Observations.*
	has the check of the supply and expenditure of the coals, oil, tallow, and all the stores requisite for the maintenance of steam-vessels, and it was to these the Postmaster-general referred in the letter to the Treasury, adverted to in the Report.
Ship Letters, p. 69.—Contracts should be made for conveying letters over sea within the United Kingdom by steam-vessels upon every eligible route.	Contracts are unnecessary, as the general ship-letter law prescribes the amount of payment for the conveyance of letters by private ships. The Bill now before Parliament is calculated to give the Postmaster-general the necessary powers in some particular cases which he did not possess before.
P. 69.—The distinction in charge between letters conveyed by hired vessels, or in those the property of the Crown, should be abolished, as relates to correspondence within the United Kingdom, and passing through the Post-office.	There seems to be some misconception in this paragraph. The recommendation of the Commissioners in the Report appears to be, that letters within the United Kingdom should be charged the same rate, whether by regular packet or private ship, and the adoption of such a measure would greatly increase the charge upon the public.
P. 70.—One gross charge should be fixed for letters within the United Kingdom, on every route, comprising both sea and land.	The postage is expressed in one gross charge.
P. 71.—The principle of competition not sufficiently applied in the contracts for building steam-vessels; these should have been built upon tenders resulting from public competition, or in His Majesty's dock-yards.	Persons at all conversant with shipping are aware that vessels can be built *at any price,* but if a good ship is required, a good price must be given. If the lowest tender is to be accepted, which appears to be the object of public competition, the result would be a very inferior class of ships, which would be the worst economy in a service in which they are required to go to sea when nothing else can. Short of inviting public competition by advertisement, it appears, from the Appendix to the Report, that much pains have been taken to procure the most favourable terms, and from the most respectable builders. The manner in which the packets have performed their duty, proves that they have been well and substantially built, and a comparison with the prices charged in His Majesty's dock-yards, with every allowance for the excellence of the workmanship and materials, shows that the cost was moderate. With the object of meeting the recommendation of the Commissioners, the last packet was built in one of His Majesty's dock-yards.
P. 72.—The delegation of the selection of persons to be allowed to contract to a subordinate officer, objectionable.	It does not appear to be of essential importance by whom the preliminary inquiries, as to the persons willing to build and their prices, were made: the result was in all cases submitted to the Postmaster-general, who decided upon the offers.
P. 86 & 87.—The inequality of remuneration to the agents and commanders of packets remarked.	The remuneration to the agents is for the most part the same as prior to the introduction of steam-packets. On the new stations it has been fixed with reference to the extent of the duties and the amount of expenditure under the agent's control. The pay to the old commanders is in the nature of compensation for present services, and for loss of emolument occasioned by the employment of steam-packets. There must be gradation in all establishments, and the pay has been fixed with reference to what was the character and value of the station before it was taken into the hands of the Government.
P. 87.—The offices of packet agent and deputy postmaster recommended to be united.	As constant attendance is required at the Post-office, which would interfere with the duties of the agent, there could not be any saving of expenditure, as he must be allowed a clerk for the Post-office business. Holyhead is the only instance in which the two appointments are united.
P. 88.—The objectionable system with regard to the indiscriminate levying of fines on commanders of packets for absence.	This has been regulated; and in those cases in which the Postmaster-general is satisfied that the absence of a commander is occasioned by absolute inability to go to sea, the mulct is not levied.

Proposed by Commissioners.	*Postmaster-general's Observations.*
P. 90, 91 & 92.—The fares in the packets require regulation; should be fixed by Act of Parliament.	The fares are not a tax, and do not require any legislative enactment. It was some time since settled that no alteration should be made in them without the authority of the Treasury.
P. 92.—Persons in the packet service to be transferable from one vessel to another.	This was originally intended, but was found to be impracticable: the services of the crew are as much required when a vessel is undergoing refit and overhaul as when she is at sea.
P. 92.—The building and repairing of vessels should be removed altogether from the Post-office.	It has been already stated that the last packet was built in one of His Majesty's dock-yards, and that the repairs by the Post-office establishment at Holyhead are performed at a less expense than could be accomplished in any other manner.
The whole present system should be superseded by providing for the packet service by hire, subject to competition.	The present system was adopted with the full concurrence of the Government. The manager of the principal steam company at Liverpool has candidly and unequivocally stated that, on that station at the least, where there is the best field for competition, the service could not be done better or cheaper than it now is.

POST-OFFICE.

A RETURN showing which of the Recommendations made by the Commissioners of Revenue Inquiry (and of which recommendations an Abstract was sent, by order of the Commissioners charged with an Inquiry into the Department of the General Post Office, in October 1834, to the General Post Office) have been carried into effect; together with a Statement in respect of such of the said Recommendations as have not been acted upon, with the Reasons why the same respectively have not been carried into effect.

(Lord Viscount Lowther.)

Ordered, by The House of Commons, *to be Printed,*
29 July 1835.

443.

POST OFFICE.

RETURNS to several Orders of the Honourable The House of Commons,
dated 10 March 1835;—*for*,

—(1.)—

COPY of a LETTER and STATEMENT from the COMMISSIONERS of REVENUE INQUIRY to the TREASURY, dated 23 May 1834, in Reply to the Observations of the POSTMASTER-GENERAL on their Reports.

(Mr. Wallace, of Greenock.)

—(2.)—

AMOUNT of LETTERS between *London, Hull,* and *Hamburgh,* for the Year ended 5 January 1835.

(Mr. Hutt.)

Ordered, by The House of Commons, *to be Printed,*
16 *March* 1835.

— (1.) —

COPY of a LETTER and STATEMENT from the Commissioners of Revenue Inquiry to the Treasury, dated 21 May 1834, in Reply to the Observations of the Postmaster-General on their Reports.

TO THE RIGHT HONOURABLE THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY, &c. &c. &c.

My Lords, London, 21 May 1834.

WE have the honour of transmitting to your Lordships a statement which appears to us to be rendered unavoidable by the recent production and circulation of several letters, accompanied by statements and accounts, addressed to your Lordships, for your information and that of Parliament, by His Majesty's Postmaster-general, touching the administration of the department under his direction.

From the manner in which the recommendations submitted by us as Commissioners of Revenue Inquiry, in our Reports upon the subject of the Post-office, have been commented upon, and the strictures to which they have been subjected in the Papers alluded to, it became incumbent upon us, with a view to the vindication of our official conduct, to recur to our proceedings, and examine, as far as the means were in our power, the representations made respecting them by the Postmaster-general.

The results of that examination are contained in the accompanying Statement, to which we beg to call your Lordships' attention.—Our claim to it would be sufficient, if it were merely to do justice to our conduct in a situation of great public responsibility, assigned to us by Parliament, under inculpations officially directed against us; but we feel that the attention we solicit it is further entitled to, from a conviction that it will be found to contain explanations necessary to point out the imperfections and inaccuracies of the Papers received by the Treasury, which under your Lordships' sanction have been laid before the Houses of Parliament, and to guard against those partial and unsupported inferences, to which, without such explanations, they cannot fail to lead.

We regret the length of detail that the points on which comment was required has from necessity imposed upon us in the examination of the English department alone. To this, for the above reason, as well as its being in itself the most important, we have been induced to confine our present observations, reserving to ourselves the permission to submit to your Lordships hereafter such remarks on those parts of the Postmaster-general's statements, embracing the branches of the department in Ireland and Scotland, as we may feel to be required from us by the same considerations by which those upon the English branch have been dictated.

We have the honour to remain, &c. &c.
(signed) *Wallace,*
William John Lushington,
Henry Berens,
T. P. Dickenson.

SEVERAL Letters addressed to the Lords of the Treasury by His Majesty's Postmaster-general, together with "An Account of the principal Improvements which have taken place by order of the Postmaster-general during the last three years," and "A Comparative Statement of the Expense of the Post-office Establishment, as it would have been according to the Schedules to the Reports of the Commissioners of Revenue Inquiry, and of the Actual Charge of the present Establishment, so far as the same can be made out," have been recently laid before the two Houses of Parliament, and printed by their order. In these are contained allusions to the Reports of the Commissioners of Revenue Inquiry, touching the establishment and management of the Post-office in Great Britain and Ireland, presented in the years 1829 and 1830, which appear to require from them some explanation, as well for the purpose of vindicating their own conduct, which

which they feel to be inculpated, as to correct the statements made, and obviate the erroneous conclusions and inferences to which they are calculated to lead.

The passages bearing this character are to be found in the letters of the Postmaster-general, dated the 10th of January 1831, the 12th of March 1832, and the 1st of March 1834, more especially the last, and in parts of the account which accompanies them, described as a " Comparative Statement," in which the comparison instituted between the pecuniary results of the recommendations of the Commissioners and the " Actual Charge," is brought forward.

Upon these statements and passages such comments and explanations will be offered as, it is trusted, may be successful in removing any misapprehension of the import and sufficiency of the suggestions contained in the Report alluded to, as well as with respect to their pecuniary result, so far as this is possible, compared with the present alleged " Actual Charge."

It will be remarked, that the Postmaster-general has directed attention, in the documents referred to, exclusively to the recommendations contained in the Eighteenth Report of the Commissioners, as regards England ; affirming, that " it is not in his power to make any comparative statement as regards the Twenty-first Report, comprising the Twopenny-post department, as the schedule of the Commissioners does not contain any proposition for an establishment for that department."

With this representation, the Lords of the Treasury should have been informed that the Commissioners (as will appear by their Report and Schedule,) did not recommend any specific new establishment for this separate department, because they had already recommended the abolition of the offices of comptroller, accountant and collector, and of their respective salaries, amounting together to 2,126 *l.* per annum; and because, having also recommended an extension of the deliveries and duties of this department, which the Postmaster-general has since effected, and having further suggested a remodelling of the Sorting-offices in connexion with the Inland-office and the Foreign-office, (so far as relates to the dispatch and delivery of letters,) whereby a saving would have arisen in these several branches of the establishment, the Commissioners did not deem it prudent, in contemplation of changes so important, prematurely to judge of, or to define with exactness, the extent of establishment that might be required, or to what amount reduction might be safely carried without hazard or inconvenience to the public.

They stated accordingly in the schedule of establishment alluded to by the Postmaster-general as not containing " any proposition for an establishment," in referring to the Sorting-office, as follows :—

" The establishment of this office must depend upon, and be made commensurate with, the quantity of business which may be apportioned to it under the recommendations proposed for adoption in the Report."

In like manner, and with a view to the same measures proposed by the Commissioners, they recommend the incorporation of the several distinct classes of letter-carriers separately attached to the Inland-office and the Foreign-office, and the Twopenny-post department; and in the schedule of establishment annexed to the Twenty-first Report, which is referred to by His Majesty's Postmaster-general as not containing " any proposition for an establishment for that department," the consequent reduction of the letter-carriers of that department is expressly " estimated at one-third," (p. 67,) the number then employed being 413, and the salaries and allowances charged on the revenue (exclusive of other emoluments), 21,539 *l.* per annum.

See Appendix, 18th Report, p. 135; and 21st Report, p. 38 and 85.

The effect of excluding these recommendations has been to put out of view reductions proposed by the Commissioners in the Twopenny-post department, extending to 148 persons, and amounting to 9,270 *l.* per annum: viz.

—	Number of Persons.	Amount.
In the Comptroller's Office -	4	866
Accountants - - -	3	640
Collectors - - - - -	4	620
Letter-carriers - - -	137	7,144
	148	£. 9,270

This supposition of the Postmaster-general, "that the schedule to the Twenty-first Report did not contain any proposition for an establishment," and his further statement, that he "did not take the schedules attached to the Reports as his guide in preparing the new establishments," are the more extraordinary, because it may be collected from the letters of the 11th of January 1831, (p. 25 and 26) and the 1st of March 1834, (p. 11) that three of the above recommendations contained in the schedule to the Twenty-first Report have actually been carried into effect, with a saving of 2,126 *l.* per annum, under his authority, by dispensing with the services of the Comptroller, and consolidating the account branches of this department under the Accountant-general; and further, that the suggestion of the Commissioners, that the management of the Sorting-office should be placed upon the same principle as in the Inland-office, has been adopted; and that, with the exception of the incorporation of the letter-carriers, the principal recommendations of the Commissioners relating to the official constitution of this department have thus been acted upon, notwithstanding the totally opposite conclusion to be drawn from the general declaration of the Postmaster-general, "that he should ill discharge his duty if he should expose the public revenue to injury, by acting on suggestions founded evidently rather on theory than on sound practical knowledge of what the service requires." The reason given by His Majesty's Postmaster-general for having, as he states, declined to take the schedules of the Commissioners as his guide, in preparing the new establishments, is because "it was evident that the service could not be performed with the means they have proposed, and because of the great expense which their recommendation must have entailed upon the public."

Here the Commissioners are at once charged with having lapsed into opposite errors, in proposing insufficient official means for executing the public service, and such an establishment as would entail upon the public an excessive pecuniary charge.

By what process it was made "evident" to the Postmaster-general that the service could not be performed by the means proposed by the Commissioners, remains to be explained. It is certain that those means have never yet been experimentally brought into operation; it may therefore not be without use, nor is it irrelevant, to explain the views which the Commissioners entertained in measuring the expected efficiency of the establishment proposed by them.

The Commissioners had observed what they thought a most objectionable anomaly in the administration of the Post-office, in the delegation of power, influence and discretion, to an extent inconsistent with appropriate responsibility and control, and without parallel in any other department of the State, to officers whose sphere of duty should be limited exclusively to ministerial functions: they considered that it was no longer expedient that the originating, the adopting or the rejecting of plans and opportunities for improving the circulation of the correspondence of the empire at home and abroad, the augmentation or curtailment of expenditure, and the concurrent effects upon the interests of the revenue, and the convenience of the whole community, should be dependent upon the voluntary exertions, the particular views, the judgment and discretion of any single individual holding the office of Postmaster-general; that the application of more than half a million (exceeding a fourth of the whole annual receipts) to charges of management, not subject to any real present restraint or ultimate control beyond the precincts of the Post-office, called for a more guarded sanction of the objects to which this large outlay was appropriated, and a stricter superintendence of the actual disbursements; that it was time to put an end to a mis-called Post-office Board (described by a late Postmaster-general as "anything but a Board"), consisting of a Postmaster-general, the Secretary or the Assistant-secretary, and the Solicitor, occasionally assembled, and to entrust the management of this most important and increasing establishment to a regularly constituted Board of Commissioners authorized to act, and acting responsibly as such, who by properly assuming to themselves the decision of all matters demanding deliberation, or of a confidential character, and not belonging to the details of official routine, and by exercising a constant superintendence, upon a regulated system, over the respective branches of the establishment, should relieve subordinate officers from services improperly confided to them, and vigilantly maintain the activity requisite by their habitual presence, and the opportunities of direct communication with each department.

With this exposition of the views of the Commissioners with respect to the superior

superior control, the general superintendence, and the discharge of the more responsible duties of the department, a better judgment may be formed how far it was " evident that the service could not be performed by the means they had proposed."

Upon such a system, and such principles of management, the Commissioners neither did nor do entertain a doubt that the establishment they recommended, aided by the subordinate arrangements designed and suggested by them, would have been found numerically ample at the time of their recommendation. This establishment has been subjected to a theoretical comparison with a different system, different principles, different arrangements, and a different period.

It is little to be feared that the Lords of the Treasury or Parliament will draw a hasty conclusion from such premises; nor is it requisite to dwell upon the necessary delusiveness of such a comparison.

In attempting any analysis of the contents of the Comparative Statements, the difficulty will be easily appreciated that arises from the absence of detailed information of the actual establishments to which the " Actual Charge" inserted in these statements applies; for it will be observed, that amongst the various schedules of different establishments circulated with the Comparative Statements, there is not one corresponding with the " Actual Charge."

Proceeding, however, with such means as are afforded, to remark upon the Comparative Statement, as regards England, it must be observed, that the sums put down under the head of expense " proposed by the Commissioners," with two exceptions, are sums affected by the application of graduated scales of salaries, and that there are no means (for the reasons already assigned) of checking the application of these scales to the actual establishment; the accuracy of these sums, therefore, can neither be affirmed nor controverted, generally or particularly, so far as they depend upon calculation and the application of the scales.

In considering the heads of expense constituting the " Actual Charge," it will be found to be admitted, in a note (*a*) subjoined to the Comparative Statement, that the actual salaries in the Secretary's office are 5,280 *l.*; but a deduction is made from the " Actual Charge" of 750 *l.*, as not being a charge upon the revenue. Upon this it is to be remarked, that the principle adopted by the Commissioners, in proposing to regulate the official remuneration, precluded all indirect sources of emolument; and the amount assigned by them for the service of the Secretary's office included the whole allowance by them deemed sufficient. The excess, therefore, of the existing allowances, from whatsoever source derived, is clearly an increase upon their recommendation; and if the source here alluded to be one of legitimate income to the Post-office, as it appears to be considered by His Majesty's Postmaster-general, who states (p. 53) that the sum is actually " paid into the revenue," it is difficult to understand how the appropriation of it towards the salaries paid in the Secretary's office can divest it of the character of a charge upon the establishment. And although the " Actual Charge" in the Comparative Statement is thus reduced to 4,530 *l.*, it follows that the admitted actual charge should be stated at 5,280 *l.*, exceeding by 1,210 *l.*, instead of 460*l.*, the expense " proposed by the Commissioners" in this office, as there stated.

It does not, however, appear what sum is included amongst " Actual Salaries" as the salary of the principal secretary; the sum so designated in the several schedules being limited to the very inadequate sum of 500 *l.*

It might have been unnecessary to recal attention to the emoluments that have been, or are actually enjoyed by Sir Francis Freeling, had not the course taken by the Postmaster-general rendered it indispensable that the facts already stated in the Eighteenth Report, together with Sir Francis Freeling's own explanations touching some of the sources of these emoluments, should be adverted to, in order to ascertain what portion of them constitutes " Actual Charge," and should be included as such in the " Comparative Statement."

It will appear, on referring to Sir Francis Freeling's evidence before the Finance Committee in the year 1797, quoted in the Eighteenth Report, that a reversionary appointment to the office of " sole secretary" was conferred on him during the life of Mr. Todd, with whom he had been joined in the office. At this time Sir Francis Freeling was in the enjoyment of the privilege of sending newspapers to the West Indies and to America. This privilege had appertained to the situation previously held by him of resident surveyor; to which officer, Sir Francis Freeling

ling states, in his evidence annexed to the Eighteenth Report (p. 371), it had been given, he presumes, on grounds of economy, " in lieu of salary ;" and it was continued to him, as the sole remuneration for his services in the situation of joint-secretary, the profits of it being guaranteed to him at 700 *l.* a year ; that is, as explained by Sir Francis Freeling, in his evidence before the Commissioners, " if it did not produce 700 *l.* a year (p. 371). it was to be made up to him." In the event of the reversionary appointment taking effect, it was settled that he should receive a salary of 500 *l.* per annum, in addition to the guarantee of 700 *l.* per annum, which he then received. And the evidence before referred to (before the Finance Committee) further states, " it is meant that these two sums in future shall become the total amount of the annual payment of the Secretary of the Post-office."

This evidence of Sir Francis Freeling before the Finance Committee (with reference to the future, without any qualification or exception as to himself before his succession to the office so settled), coupled with the facts appearing in the evidence before the Commissioners, that at the time of this settlement the profits of the privilege (App. p. 371) amounted to about 1,200 *l.* a year, and that it was with an understanding on the part of His Majesty's Government (App. Eighteenth Report, No. 2, p. 109), " that the appointment of Sir Francis Freeling should not be attended with any expense, but in case of Mr. Todd's death, and his eventual succession to the office of sole secretary, would produce a saving to the revenue estimated at 650 *l.* per annum," would lead to the inference, first, that the amount of 1,200 *l.* a year, guaranteed to Sir Francis Freeling, was intended to be secured to him, under all circumstances, as a certain annual payment for his services as secretary, whether denominated " salary " or not; secondly, that whether the revenue was or was not to have the advantage of the surplus profits of the privilege beyond the guaranteed sum of 700 *l.*, no greater " actual charge " upon the revenue, contingent upon the profits of the privilege, should be incurred, under any circumstances, towards " the total amount of the annual payment of the Secretary of the Post-office," than the guaranteed sum of 700 *l.* per annum. Sir Francis Freeling states, that he understood the settlement described in his evidence before the Finance Committee, as not precluding his claim to the surplus profits of the privilege of which he has been in the receipt; and he also states his opinion, that a salary of 1,200 *l.* a year to the Secretary of the Post-office " must be inadequate in every sense of the word."

It appears to have been with this understanding that Sir Francis Freeling has received what His Majesty's Postmaster-general describes as a " personal compensation for the loss of a privilege, the proceeds of which were converted into revenue " by an Act of Parliament. From this and other observations of the Postmaster-general on this point, it might be supposed that the allowance to Sir Francis Freeling was compensated by an equivalent revenue, drawn from the proceeds of the relinquished privilege ; that no part of it was to be considered as remuneration for the services of the secretary, constituting as such " Actual Charge " upon the establishment, within the meaning of the Order of the House of Commons ; and that, in point of fact, no actual charge upon the revenue had resulted from this conversion of the privilege.

It has been shown, upon the authority of Sir Francis Freeling himself, that this privilege was granted " in lieu of salary " originally ; that he retained it as joint-secretary for the only remuneration of his services, without other salary or payment ; and that after his appointment as sole secretary, " he still continued to enjoy it up to the time of the passing of the Act of the 6 Geo. 4, c. , as a part of his remuneration ; receiving, under the express title of salary, only 500 *l.* per annum, whilst he considered 1,200 *l.* a year " inadequate in every sense of the word " as the salary of the Secretary of the Post-office.

It seems clear, that if the proceeds of the privilege were wholly, or in part, salary, or remuneration " in lieu of salary," the fact of their being converted into revenue, and the equivalent for them paid out of the revenue to Sir Francis Freeling, could not create a distinction as to the character or grounds of the allowance.

It is now to be shown what was the " Actual Charge " upon the revenue resulting from this privilege at the time of the inquiry by the Commissioners, in the absence of the means of stating what it has been since that period. The sum granted to Sir Francis Freeling by the Act of 6 Geo. 4, is 2,965 *l.* 6 *s.* 4 *d.* per annum. The proceeds of the privilege were found, by the evidence of Sir Francis Freeling, to have amounted, in the preceding year, to 1,238 *l.* ; and upon his

evidence

evidence the excess of the compensation above the proceeds of the privilege, and the consequent "Actual Charge" upon the revenue, confined to loss, was estimated by the Commissioners at 1,700 *l.* per annum.

The Commissioners have given, in their Eighteenth Report, some reasons for doubting whether this compensation was not made to extend beyond the express terms of the Act and the limit of the privilege, as well as for their impression, already adverted to, that the settlement on the occasion of Sir Francis Freeling's appointment as Secretary had at least cast a doubt upon his right to claim more than the guaranteed sum of 700 *l.* from this source; and they have also alluded to the mode of exercising the privilege, as accounting in part for the increase of the profits from 1,200 *l.* to 2,965 *l.* per annum.

In reply to the observations of His Majesty's Postmaster-general upon the charge of 400 *l.*, reduced from 500 *l.* a year, for house rent, which constituted a part of the receipts of Sir Francis Freeling, and charge upon the establishment, at the period of the inquiry of the Commissioners, but which is stated to have ceased, and to be therefore now no part of the "Actual Charge," it need only be remarked (in addition to what is already stated on this subject in the Eighteenth Report), that the statement of "Actual Charge" contains no allusion to the residence enjoyed by the assistant-secretary, as part of his remuneration under the circumstances hereafter explained.

With respect also to the additional allowance of 700 *l.* per annum to Sir Francis Freeling, given to him, as he informed the Commissioners, as a mark of distinction, and a reward for services, no further notice seems to be required than will be found in the Report.

With these observations, it is left to the Treasury and to Parliament to decide what portion of these continuing emoluments of Sir Francis Freeling, amounting to 3,665 *l.* 6 *s.* 4 *d.* per annum, should be properly regarded as "Actual Charge," within the meaning of the Order of the House of Commons, and added to the excess we have already shown, from the Comparative Statement, above the "expense proposed by the Commissioners," in the Secretary's office, amounting to 1,210 *l.*

The apparent excess of the actual charge in the Mail Coach-office is 460 *l.* But the note (*b*) somewhat singularly explains that, because the Commissioners did not recommend any scale or salary for the inspectors of mail coaches: the "Actual Charge" which has been incurred in the employment of such officers is not included in the "Comparative Statement." His Majesty's Postmaster-general would have seen, on referring to the Eighteenth Report, that it was the opinion of the Commissioners that the existing practice in the employment of these officers was objectionable on different grounds; that their services and their claims were ill controlled and expensive, and that the proper duties of inspectors would be more economically and efficiently performed by the riding surveyors, to whom they proposed to transfer such duties under a new arrangement of their districts. The Postmaster-general has adopted a different opinion, and retained these officers; but why he has omitted the "actual charge" incident to the exercise of that opinion, is not explained.

The salaries and wages of the omitted officers, seven in number, according to the note (*b*), amount to 336 *l.* per annum.

If the travelling expenses be estimated according to the average of an official account for 10 years, annexed to the Eighteenth Report, with a deduction corresponding with the reduced rate of allowance from 18 *s.* to 15 *s.* a day, the amount of these expenses may be stated at 1,284 *l.*, which with the amount of salaries and wages, 336 *l.*, making together 1,620 *l.*, must be added to the "Actual Charge" in the Comparative Statement, and this will then be 2,890 *l.*, instead of 1,270 *l.*, exceeding the "expense proposed by the Commissioners," namely 810 *l.*, by 2,080 *l.*, instead of 460 *l.*, as it is now made to appear in the "Comparative Statement." Appendix, p. 295.

The reasons given in the note for the omission of the seven assistant officers would apply equally to the principal surveyor and superintendent as a travelling officer, the Commissioners having equally recommended the discontinuance of his services and claims in that character. The note (p. 10) nevertheless seems to imply that these emoluments are included in the Actual Charge, and there are no means of ascertaining the fact by any analysis of that charge. On an average, similar to that above mentioned, the annual expense of this officer's inspections, or journeys, would be about 320*l.*, which ought to form a part of the "Actual Charge."

The emoluments of the solicitor, contrary to the recommendation of the Commissioners, who proposed that he "should be placed on the same footing with the corresponding officers in other branches of the revenue," and to be paid solely by a fixed salary, are, it seems, still chiefly to depend upon "the profits on law proceedings;" that is (as may be collected from the letter of His Majesty's Postmaster-general, dated 12th March 1832), bills of costs defrayed by the department. These being inevitably variable in amount, neither the sum of 1,700*l.*, nor any other certain sum, can be correctly stated as the ascertained permanent "Actual Charge;" and no reason is stated for limiting it to that sum.

From the omission of any statements of the present establishment, upon which the "Actual Charge" arises, there are no means of examining the accuracy of the important head of charge for the Inland-office; but, in reference to the only remaining head of charge, being that for letter-carriers, under which the largest expenditure is incurred, there is sufficient information to support the following remarks.

The Commissioners of Revenue Inquiry, both in their Eighteenth and Twenty-first Reports, contemplated a reduction in the total number of letter-carriers under a combination of the services then separately performed by the three distinct classes belonging to the General, the Foreign, and the Twopenny-post. The Postmaster-general has not thought it advisable to adopt the above recommendation, but under a different arrangement, comprising some extension of the delivery, has made an addition of 60 to the number previously employed, and whilst he has omitted all notice of the reduction of 137 of the then existing establishment of letter-carriers, suggested by the Commissioners, this increased number of 60, and the proportionate augmentation of charge, is found included in the "Comparative Statement," under the head "proposed by the Commissioners." It will appear, however, that this is far from being the extent of the fallacy involved in this item of charge.

It must be recollected that the Postmaster-general, in his letter of 1st of March 1834, professes to confine the "Comparative Statement" necessarily to the officers comprised in the schedule to the Eighteenth Report, which "does not include the Account branches nor the Foreign-office, and some others;" and the following note (*d*) is subjoined to the "Comparative Statement:"—"The number of letter-carriers in the schedule being blank, the number of those actually employed is inserted, without which a comparison could not be made."

The obvious interpretation of the letter of the Postmaster-general, and the contents of this note, seems to be, that the "Comparative Statement" specified the number of the letter-carriers "actually employed," and the corresponding charge in the Inland department, as that department existed at the time of the inquiry of the Commissioners, when the General-post letter-carriers were officially returned as a constituent portion of the establishment of the Inland-office, and were accordingly so treated in the Eighteenth Report. But with this interpretation the fact is not consistent.

The number of letter-carriers inserted in the "Comparative Statement" comprehends the whole of the increased establishment of letter-carriers "actually employed" for the services of the Foreign as well as of the Inland-office.

It would appear from the schedule of establishment annexed to the Postmaster-general's letter of the 12th of March 1832, that at that time the separate establishment of letter-carriers attached to the Foreign-office had ceased, according to the recommendation of the Commissioners; and amongst the principal improvements adopted by the Postmaster-general, is the consequent delivery of foreign mails with inland letters, as suggested by the Commissioners.

This consolidation of the inland and foreign deliveries, we learn from the Postmaster-general's letter of the above date, took place in January 1831, and was attended with a saving of nearly 1,000*l.* per annum. (p. 63.)

It is said in the note above referred to, that the number of letter-carriers is not stated in the schedule to the Eighteenth Report; this is literally true; but if it be therefore supposed, that the Commissioners had not suggested any establishment of letter-carriers for the Inland-office, a reference to the Report itself will show the error of this supposition.

Without attributing to the Postmaster-general the intention to take advantage of an apparent omission in the schedule, fully capable of explanation, it is to be presumed

presumed that he had overlooked in the 90th page of the Eighteenth Report the recommendation of the proposed establishment of the Inland-office, in which the number of letter-carriers included and provided for was specifically stated at 169, the number of the then existing establishment of General Post-office letter-carriers, which the Commissioners did not propose to disturb, as a separate establishment, in contemplation of the suggested incorporation of the several classes of letter-carriers; for which reason no different number was inserted in the schedule.

With no other explanation but that contained in the note adverted to, the number of 281, including 60 more than were in existence at the period of the inquiry by the Commissioners, is substituted in the Comparative Statement for 169, together with the proportionate increase of charge, as the only means by which a comparison could be formed of the "Actual Charge," with the "expense proposed by the Commissioners."

The effect of this substitution of numbers upon the pecuniary result of the Comparative Statement requires to be distinctly stated.

It will appear from the Report of the Commissioners, that they found the several classes of letter-carriers very unequally, and to a certain degree very inadequately, paid; that their remuneration, beyond the fixed charges upon the establishment, was derived from casual and ill-controlled extra allowances out of the revenue, from Post-office funds, and other questionable, extraneous and fluctuating sources of emoluments, fees, gratuities and perquisites.

The Commissioners had no hesitation in recommending that these useful and confidential servants of the department should be placed on a footing more consistent with official principle, character and discipline; that a certain amount of remuneration should be secured to each, according to a scale graduated in increase by length of service, chargeable on the establishment, as an encouragement to fidelity and good conduct, and that they should cease altogether to be entitled to and to receive extra allowances, and all other payments of the nature already described. It was obvious that the purposes of this arrangement could not be attained without an augmentation of the charge upon the revenue. Accordingly the scale of annual allowances submitted in the Eighteenth Report, compared with the partial charge upon the revenue resulting from the mixed system of payment by fees, &c. in addition to the salaries or wages on the establishment, must present an excess, and the total of such excess must accumulate with the number of claimants to whom that scale was applied in such a comparison. Hence will at once be perceived the effect of substituting 281 for 169 in the "Comparative Statement," which under the head of "Actual Charge," appears to exclude all those adventitious claims, sanctioned by the Postmaster-general contrary to the recommendation of the Commissioners, that are brought in aid of the actual remuneration of the letter-carriers; which, it by no means follows, is less in amount than the "expense proposed by the Commissioners." Hence, too, will be perceived the extreme unfairness of the aggravation of the overcharge in the "expense proposed by the Commissioners" by 60 letter-carriers, in addition to a total establishment which they had proposed to reduce by 137. In making this observation, it is assumed that the number of twopenny-post letter-carriers has not been diminished or increased. But as the Postmaster-general has precluded all comparative view of this branch of the establishment, by setting aside the Twenty-first Report, and his schedules of establishments annexed to the correspondence do not extend to this branch, it is subject to correction on this point that the general result of the omissions and overcharges under the head of "Letter-carriers" is stated as follows:—

	£.
Proposed reduction of 137 letter-carriers, according to the Schedule of the Twenty-first Report - - - - - - - - - - -	7,144
Overcharge in the Comparative Statement for 60 letter-carriers, added by the Postmaster-general - - - - - - - - - - -	4,289
£.	11,433

Another effect of erroneously attributing to the Commissioners the proposal of this number of letter-carriers was, to diminish the excess of the number of persons employed beyond the number proposed by the Commissioners.

In the annexed Summary Statement, the omitted heads of reduction proposed by the Commissioners, the overcharges of "expense proposed by the Commissioners,"

and

and the items omitted and undercharged in the "Actual Charge" contained in the "Comparative Statement," as detailed in the preceding explanatory remarks, are inserted according to the order of those remarks.

The necessary addition for the portion of the Secretary's remuneration, omitted in the "Comparative Statement," is not included, because the amount may be differently estimated; nor are the travelling expenses of the superintendent of mail-coaches, because it is doubtful whether these are already included in the "Actual Charge," subject to such addition as may arise under these heads: the sums not brought forward and undercharged on the one hand, and overcharged on the other, to the prejudice of the Commissioners, amount to 15,929 *l.* Of this amount, the sum of 2,126 *l.*, arising upon the offices of Comptroller, Accountant and Collector of the Twopenny-post department, cannot form an addition to the "Actual Charge" of the present establishment, because these offices, agreeably to the recommendation of the Commissioners, have been dispensed with; but it is not less a reduction of expense proposed by the Commissioners.

In any view of the recommendations of the Commissioners of Revenue Inquiry, limited like the present to the official establishment, it is manifestly unjust to keep out of sight the principles which they insisted upon to guard and sanction the system, and the scale of remuneration proposed by them, and the operation of those principles, whether in increasing or diminishing the comparative expense of that establishment.

The Commissioners discountenanced the union of other avocations with official employment; they expressed their disapprobation of all exactions upon the public; of all the existing irregular sources of emolument, some of them in their estimation prejudicial to the revenue, conflicting with official duty, involving the management of funds created from such sources, and discreditable to the Government. The Postmaster-general appears to differ from the view taken by the Commissioners on those subjects, and to have advocated the continuance of the existing system, as the means of diminishing the charge upon the revenue, and indispensable to a cheap management of the department; warning the Treasury that, by restricting the solicitor to the service of the office, "the charge upon the revenue would be large;" that the abolition of a portion of the indirect emoluments (in the Foreign-office) must entail "an expenditure of some thousand pounds a year upon the revenue," and that in the instance of the letter-carriers, "perhaps there is not any other mode by which the service can be so cheaply effected."

Pages, 55, 6, 7. 63, 4.

It would seem, however, that the precedent to be found in the Secretary's office, has been, or is to be followed, in some instances, by converting the proceeds of privilege into revenue, "presuming that they will be sufficient to meet the expenditure." Fees have been, or are to be, appropriated to the revenue, compensation being given to the officers who have enjoyed them. (Note in p. 62.) In the Inland-office, the perquisites derived from newspapers are to cease; but in what way the remuneration of the officers who have hitherto benefited by these perquisites is to be provided for, so as not to increase the "Actual Charge" upon the revenue, does not appear: and it is evident, that in all these instances, the present "Actual Charge" must be augmented in proportion as the substituted salaries may be drawn directly from (without a corresponding increase of) the revenue. It is impossible, therefore, to ascertain to what amount the "Actual Charge" is at present kept down by the resources thus brought in aid of the revenue. The Commissioners had ground for estimating the total amount drawn from such sources, in the several branches of the establishment in England and Wales, at 39,600 *l.*; in London, at 23,100 *l.* per annum; and of this amount, 14,612 *l.* 10 *s.* 11 *d.* may be taken as the proportion applied in the several offices comprised in the "Comparative Statement." When, therefore, under the head of "expense proposed by the Commissioners," they are charged with the whole amount of the remuneration (consisting of, and confined to, salaries and fixed allowances) proposed by them, a fair comparison would evidently demand that the whole actual expense, and not that portion of it only which is defrayed out of the revenue, should be brought into account, but also those further charges which the public are made to contribute, in order to sustain what is erroneously represented as a cheap system of remuneration.

Appx. 18th Report, p. 214.

	£.	*s.*	*d.*
Secretaries	807	2	3
Mail-coach	250	12	–
Solicitor	—		
Inland,	13,554	16	8
£.	14,612	10	11

Upon this principle, the before-mentioned estimated proportion of such emoluments, amounting to 14,612 *l.* 10 *s.* 11 *d.*, is to be added to the other charges contained in the annexed Summary Statement; and these (subject to increase by the unascertained sums there alluded to) would amount together to 30,541 *l.* Such is the

the amount which has been excluded from view, whilst an excess of 7,548 *l.* of "Expense proposed by the Commissioners" is made to appear in the Comparative Statement, by which the judgment of the Lords of the Treasury and the Houses of Parliament was to be guided, in appreciating the effect of the recommendations of the Commissioners, limited to the official establishment of the offices comprised in the Eighteenth Report.

A comparison made upon the principle assumed by the Postmaster-general in the Comparative Statement, of excluding all the remuneration of the present establishment that is not drawn from the Post-office revenue, corrected according to the preceding explanations, and confined to the recommendations affecting the offices included in the Comparative Statement, would show the following results:

	£.
Excess of "Expenditure proposed by the Commissioners," made to appear in the "Comparative Statement" - - - - - - - - - -	7,548
Letter-carriers proposed to be reduced by Commissioners in the schedule to Twenty-first Report, omitted in "Comparative Statement" - - -	7,144
Undercharge of admitted actual salaries in Secretary's office - - -	750
Charges for Inspectors proposed to be abolished by Commissioners, omitted in "Actual Charge" - - - - - - - - - - - -	1,620
Overcharge for 60 letter-carriers, according to Commissioners' scale - -	4,289
Add,	13,803
Proportion of Secretary's remuneration omitted in "Actual Charge" - -	
Superintendent of mail-coaches (if not already included) - - - -	
£.	

Instead, therefore, of an excess of "expenditure proposed by the Commissioners," it will be seen that the "Actual Charge" upon the revenue for the present establishment exceeds the charge for the establishment proposed by them by 6,255 *l.*, exclusive of what remains to be added under the two last heads of the above statement; exclusive of the annual saving of 2,126 *l.* secured by the abolition of offices, as recommended by the Commissioners, in the Twopenny-post department, and of the saving of "nearly 1,000 *l.*" per annum, as stated by the Postmaster-general, from the consolidation of the deliveries of inland and foreign letters according to the suggestion of the Commissioners; and further excluding also the whole of the extraneous emoluments, estimated (at the period of their recommendation) at 14,612 *l.* 10 *s.* 11 *d.*, in the offices comprised in the Comparative Statement, which the Commissioners proposed should cease.

The Postmaster-general has sustained his claim to the merit of a comparatively "cheap" management, by contrasting the portion of the remuneration that consists of salaries and fixed allowances on the present establishment, with the total amount of remuneration proposed to be provided for in the same way, according to graduated scales, of higher amounts in many cases proposed by the Commissioners.

It is not for the purpose of vindicating these scales, but to show the admitted insufficiency of the "Actual Charge" put forward in the Comparative Statement (which, upon an inspection of this document without explanation, might naturally be supposed to represent the actual remuneration), that the statements of the Postmaster-general himself are adduced on this point.

In March 1832, two years after his accession to the office, and three years subsequent to the Report of the Commissioners, (p. 58) he states "the necessity for placing on a respectable footing some of the lower classes in which pressure exists, and the remuneration is not equal to the duty." The actual wages of the letter-carriers, it is stated (p. 62) "are wholly inadequate, not only to situations of trust, but to any employment of ordinary labour, and it is from other sources that the greater portion of the income of this class is derived."

The continuance of this insufficient remuneration to individuals, tending confessedly to "expose the public and the revenue to injury," contrary to the recommendations of the Commissioners and other authorities on this point, thus appears to have been amongst the means of his administration since the accession of the present Postmaster-general to the management of the Post-office; and as, at the period here referred to, an immediate decrease of expenditure of 5,258 *l.*, with a diminution in number of only 24 persons, was proposed, it may be inferred that, under the head of present "Actual Charge" at least, no adequate remedy has been provided.

In concluding this examination of the "Comparative Statement" as regards England, which, for the reasons before stated, is necessarily imperfect, it should be added, that it is not proposed, on the present occasion, to extend any remarks to the similar statements applying to Ireland and Scotland. It has, however, become necessary, in consequence of the Postmaster-general's having particularly directed attention to a passage in the Nineteenth Report of the Commissioners of Inquiry, with a view to show that they had founded a comparison "upon a calculation and principle wholly erroneous," that some some further explanation should be offered. It must be observed, that the statement referred to is contained in the Nineteenth Report, relating exclusively to Ireland, the leading object of which was, to recommend the consolidation of the separate office in that country with the department in England, with a view to an united system of management. The Commissioners having, in this Report, repeated the suggestion contained in the preceding one, for the substitution of an efficient board of direction instead of a Postmaster-general, took occasion to refer to the Reports of three preceding Commissions of Inquiry, in which the recommendation of a similar change of management is expressly or impliedly submitted. In the last of these Reports it is stated, that this change, which is recommended as a means of "improving the administration and economizing the expenditure of the department," might be effected without additional charge, as the existing salary would afford the means of remunerating the proposed board. The Commissioners having quoted this part of the former Report, proceeded, in the Nineteenth Report, to show that the same change which had been there recommended for Ireland, might be applied, with the same results, to the United Kingdom; namely, improved administration without additional charge. For this purpose, the statement of expense was necessarily confined to actual expense at the moment the comparison was made, without reference to any alteration that might subsequently take place; and with this view it was not required to distinguish the component parts of the sums paid to each individual included in the Statement, and the whole amount of payment to each was accordingly placed in the column headed "Salary and Emoluments." What proportion of charge should be omitted in any comparative statement of expense actually incurred, and that which would have arisen under the recommendation of the Commissioners, must be decided upon a consideration of the circumstances affecting those respective allowances to Sir Francis Freeling which have been already adverted to. But it is clear that the permanent expense, arising as a remuneration to the secretary, cannot be limited, as it would appear to be intended to limit it, by the total exclusion of what is not expressly entitled "Salary," to the very inadequate amount of 500 *l.*

With respect to the sum included for what is described as "a temporary allowance in lieu of a house," which the Postmaster-general states ought not to have been taken as part of the fixed annual expense of the office, it may be proper to add here also some explanation. Formerly the principal secretary was required to reside, and was allowed a residence, at the Post-office. For the purpose of official convenience it became desirable, in the year 1815, to appropriate to other uses of the department a portion of this residence. On this occasion the principal secretary quitted the Post-office, and took up his residence elsewhere. The apartments, however, which then became unoccupied in this official residence, though not considered suitable for the principal secretary, were thought sufficient for the assistant secretary; and he became officially resident at the Post-office in these apartments instead of the principal secretary, who obtained, in lieu of his relinquished residence, an allowance of 500 *l.* a year. This allowance had been reduced to 400 *l.* in the year 1821, and continued a charge upon the revenue at this rate at the period of the Inquiry and Report of the Commissioners. The official residence having been considered a part of the established allowance of the principal secretary, and a pecuniary allowance having been thus made and enjoyed by him for 12 years in lieu of such residence, it is not intelligible how, consistently with accuracy, this charge could have been omitted by the Commissioners, in stating the actual existing annual emoluments of the principal secretary. The fact of its having subsequently ceased can have no bearing on the statement made whilst it was in existence, and it would seem that its continuance would have been as justifiable as its origin.

It is only necessary further to remark on this subject, that it is totally irrelevant to the considerations arising upon the "Comparative Statement" presented to Parliament, and rather calculated to divert attention from, than to throw light upon the question of the comparative expense of the existing charge of the present Post-office establishment, and that which would have resulted from the adoption of the recommendations of the Commissioners.

The same remark applies to another and more general charge of "erroneous calculation," which the Postmaster-general states has been followed throughout the departments in England comprised in the Eighteenth Report; which likewise has no bearing upon the "Comparative Statement" presented to Parliament.

The justice of this charge, and the real amount and cause of the inaccuracy (not more than clerical) upon which it is founded, may be truly appreciated by the facts, which are these:—The progress of the scales of increase of salary had been suspended in the year 1822; and in the year 1826 a sum of 2,000*l.*, described as a "Contingent Grant," was distributed under the authority of the Treasury, on account of the arrears of accruing salary to certain clerks, as a partial relief from the inconvenience that had followed the suspension of the scales.

Sir Francis Freeling, in making a Return to the Commissioners of the establishment as it stood on the 5th of January 1827, omitted to set forth the amounts of the salaries according to the scales the operation of which had been suspended, but transmitted a separate account of the distribution of the sum of 2,000*l.* in the year 1826, showing the gross sums which had been apportioned to the clerks respectively on account of the arrears of salary that had accrued since the year 1822.

Under these circumstances, these gross sums were inserted in the Report, properly under the head of salary, but separately and specifically in each case as "Proportion of Treasury Grant," and they were included in the casting of the amount of annual salaries.

The total amount of the gross sums so put down is 959*l.* 7*s.*, and the number of persons who participated in this amount is 33.

Upon a calculation of the salaries of these 33 clerks, according to the scales at the time of the Report, their amount, collectively, would have exceeded the amount of the salaries stated in the Return furnished by Sir Francis Freeling, by 1,530*l.*, so that in point of fact, in including only the sum of 959*l.* 7*s.* in the statement of the establishment given in the Report, the actual charge for these salaries, calculated according to the suspended scales, is understated by 570*l.* 13*s.*, instead of being overcharged 959*l.* 7*s.*

Upon comparing the sums apportioned respectively to the clerks with their salaries, calculated in the same way, *i. e.* according to the progress of the scales (had they not been suspended) up to the period of the Report, it appears that the addition of the "Proportion of Treasury Grant" had the effect of producing an augmented rate of salary in only four instances out of 33. The total amount of this excess is 67*l.* 14*s.*, and the greatest increase produced in any one of these four instances is 28*l.* 6*s.*, being less than one-fourth of the rate of salary, while in 29 out of 33 instances the amount is understated, and the total thus understated is 638*l.* 7*s.* Had the alleged error been justly imputed even in the exaggerated form in which it is made to appear in the letter of the Postmaster-general as augmenting salaries to the extent of "one-third and even more," and "extending throughout the departments," which comprise upwards of 300 persons, whilst 33 only, in three of the offices, shared this sum of 959*l.* 7*s.* in sums varying from 1*l.* 14*s.* 6*d.* to 5*l.* and 6*l.* and upwards, amounting in one instance only to 100*l.*, it would be perfectly unimportant, unattended with any effect upon the prospective recommendations of the Commissioners, any prejudice to the clerks or to the public, besides being, as already observed, altogether foreign to the question proposed for the consideration of Parliament.

In concluding, it is necessary that attention should be directed to the Twenty-second Report of the Commissioners of Revenue Inquiry, to which there is not in the "Comparative Statement," nor in the Papers accompanying it, a single allusion.

The Commissioners could little expect that it would be attempted to measure the value of their recommendations, the merits of different systems of conducting the services of an establishment so multifarious as the Post-office, by a mere comparison of the amount of salaries and wages chargeable under those systems respectively, constituting not a tenth part of the "Actual Charges of Management;" still less could they have expected that such a comparison would be arbitrarily narrowed by a partial selection of a portion only of the personal establishments to which their recommendations have reference.

In the conduct of the establishment treated of in the Report now referred to, a loss of 300,000 *l.* was estimated to have accrued, upon an outlay of 609,000 *l.* (without taking credit for any interest) in the preceding nine years. The Commissioners were of opinion that this loss was attributable to an "improvident outlay and a defective system of management and control," and they suggested the means of protecting the revenue from the evil consequences of both. They proposed a provision for the future conduct of the packet service, exempt from speculative and almost unlimited expenditure, and the uncertainty of a partial reimbursement, together with the abolition of nearly the whole of the personal establishments of this department, attended with an annual charge of 27,786 *l.*, arising from salaries, wages and allowances.

The pecuniary results of the recommendations adverted to are of such magnitude, that it is difficult to conceive on what grounds all reference to the Report containing them should be omitted in a Comparative Statement of "Expense proposed by the Commissioners," and "Actual Charge" arising from salaries, wages, and allowances.

In the observations made, it has been intended to avoid any general discussion respecting the department to which they apply, and to confine them, as strictly as the nature of the subject permitted, to those parts of the Papers accompanying the Comparative Statement by which the Commissioners felt aggrieved, and placed under the necessity of repelling, by facts and explanations, the injustice done to their official character and recommendations. It is hoped that what has been stated is sufficient to remove the erroneous impressions which the letters and statements addressed to the Treasury appeared to them calculated to create; and to show that, in their recommendations or proceedings, they had not been wanting either in fairness towards individuals, or consideration to the public service and interests. In recurring to the general allegation of the Postmaster-general, previously adverted to, that the suggestions of the Commissioners of Revenue Inquiry are founded upon theory, and characterized by a want of a sound "practical knowledge of what the service actually requires," it becomes necessary to add, that it nowhere appears, to which of the principles advanced by the Commissioners, in the general exposition of their views of the nature and objects of the institution of the Post-office, the Postmaster-general refuses his assent; to what rule of management prescribed by them, in pursuance of those principles, he objects; which of the positive recommendations of the Commissioners, affecting the detail of subordinate arrangements for the performance of the service, he pronounces to be impracticable or inexpedient, whilst many of them, tacitly adopted, are to be found amongst the improvements which he has taken credit for effecting, and others have the sanction of past or present analogous practice; nor although the Commissioners have upon principle rejected the system of relying upon fees, perquisites and voluntary gifts as a means of remuneration to public servants, will they be found in any instance consciously risking the public interests by neglecting the claims of official merit, and withholding the due reward and necessary encouragement to integrity and zeal.

Without presuming to contend that every recommendation contained in the Reports of the Commissioners of Revenue Inquiry was deserving of adoption—without supposing that other and better means of effecting the improvements they had in view may not be discovered, or that other advantages than those they have pointed out may not be attained, they claim the credit due to an anxious and attentive performance of the duty assigned to them, in the discharge of which they suggested such improvements as the service seemed to them practically to require, in the conviction, still unaltered, that if adopted, they would lead to the removal of what appeared to them the prominent defects in the administration of this important department, give additional security to the revenue, and contribute to increase the public accommodation and advantage.

(signed) *Wallace,*
William John Lushington,
Henry Berens,
T. P. Dickenson.

21st May 1834.

SUMMARY STATEMENT of Omitted Heads of Reductions proposed by the Commissioners, Overcharges of "Expense proposed by the Commissioners," and Items omitted and undercharged in the "Actual Charge," in the Papers laid before Parliament by the Postmaster-general.

		£.	s.	d.
Offices comprised in the Twenty-first Report:				
Comptroller - - - - - - - - - - - -	£. 866			
Accountant - - - - - - - - - - - -	640			
Collector - - - - - - - - - - - -	620			
Letter-carriers - - - - - - - - - - -	7,144	9,270	–	–
Offices comprised in Eighteenth Report:				
Secretary's Office:				
Undercharge of admitted salaries—Mail-coach office - - -	£. 750			
Salaries, wages, and estimated travelling charges of Inspectors, proposed to be abolished according to the Schedules to the Eighteenth Report, omitted in "Actual Charge" - - - - -	1,620			
General Post Letter-carriers:				
Overcharge for 60 letter-carriers, according to the scale proposed by Commissioners - - - - - - - - - - -	4,289	6,659	–	–
Proportion of Secretary's remuneration omitted - - - - - -				
Travelling charges of Superintendent of Mail-coaches, if not already included in Comparative Statement - - - - - - - - -				
Total affecting Salaries and Allowances paid out of the Post-office Revenue - - - - - - - - - - - -				
Emoluments derived from other sources than the Post-office Revenue, by persons employed in the offices comprised in the Eighteenth Report -		14,612	10	11
The salaries, wages, &c. of the persons employed in the Packet Department, proposed to be reduced in the Twenty-second Report of the Commissioners, and unnoticed in the Comparative Statements, amount to -		27,786	–	–

—(2.)—

A RETURN of the Number of LETTERS sent from *London* and *Hull* through the Post-office, at *Hamburgh*, during the Year ending 5th January 1835, distinguishing Single, Double, &c.;—of the Number of LETTERS received at *London* and *Hull* from *Hamburgh* during the same Period, distinguishing Single, Double, &c.;—of the Amount of POSTAGE charged in *London* and *Hull* respectively on the above Letters, so far as the same can be made out;—and of the Sum or Sums (if any) contributed by the Government of *Hamburgh* towards the Expenses of the Post-office Communication between *Great Britain* and *Hamburgh*.

		Amount of Postage.		
		£.	s.	d.
Number of Letters sent from London to Hamburgh - - -	111,198	13,207	18	4
Number of Letters sent from Hamburgh to London, including the Bremen Mail, of which no separate account is kept - -	114,061	18,014	11	4
Number of Letters sent from Hull to Hamburgh - - -	16,986	1,132	8	–
Number of Letters received at Hull from Hamburgh - - -	14,356	658	–	–

The Single, Double, and Treble Letters cannot be distinguished.

The Government of Hamburgh does not contribute any sum of money towards the expenses of the Post-office Communication, but it bears the whole expense of landing and conveying the Mails to and from Heligoland, Cuxhaven, or any other port, by ice boats, or upon land when the Elbe is impracticable during the winter, and engages to forward both ways all letters passing in transit through Hamburgh, without any charge to the British Post-office.

General Post-office,
13 March 1835.

Francis Freeling, Secretary.

POST OFFICE.

LETTER AND STATEMENT from COMMISSIONERS of REVENUE INQUIRY to the TREASURY, in Reply to Observations of the Postmaster-general on their Reports.

(*Mr. Wallace, of Greenock.*)

AMOUNT of LETTERS between *London, Hull* and *Hamburgh*, for the Year ended 5 January 1835.

(*Mr. Hutt.*)

Ordered, by The House of Commons, *to be Printed,*
16 *March* 1835.

40.

3.

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons,
dated 14 August 1835;—*for*,

EXTRACT of LETTER from the POSTMASTER GENERAL to the TREASURY, dated 25 May 1812, respecting the LETTER-CARRIERS' FUND, arising from the "EARLY DELIVERY," together with the TREASURY LETTER, in answer to the same.

Whitehall, Treasury Chambers,
August 1835.

FRANCIS BARING.

EXTRACT of a LETTER from the Postmaster General to the Lords Commissioners of His Majesty's Treasury, dated 25th May 1812.

SECOND, or Letter Carriers' Fund, arising from the produce of what is termed the "Early Delivery," a measure of the greatest importance to the convenience of the metropolis, and so peculiar in its features and operation, that we deem it necessary to detail it.

The town is divided into so many districts, that each is finished within a reasonable time; but it often happens that persons resident towards the end of a district feel a strong desire of obtaining their letters sooner than the regular letter-carrier can reach them; such persons are therefore permitted to subscribe to the early delivery; and their letters are then transferred from the regular letter-carrier to those who must pass the subscribers' houses in their way to their own more distant districts, the postages of which they do not stop to receive, but the money is afterwards collected by the regular letter-carrier, at times that suit him, when the business of the day is finished.

It is in this mode of delivery, not impeded by the stopping to take money, that the saving of time is effected. No letter-carrier has more early letters to deliver than he can accomplish in from 10 to 15 minutes.

It is in evidence before us, that by the operation of this plan so many letters are taken off from the mass that the general delivery is greatly accelerated thereby; and that if the early delivery was to be abolished, 74 additional letter-carriers could not accomplish the delivery of letters so soon as by the present system.

The expense of that increased number must be enormous, independently of compensations to be given to letter-carriers for their losses; and the accommodation of the public would be abridged.

The whole of this regulation is under the strictest control, and when revised in 1807, it was settled that the future incomes of the letter-carriers should vary according to seniority from 60 *l.* to 150 *l.*, assessing each walk at a certain sum, so that the assessment should not be affected either by an increase or a decrease of the early delivery money.

The effect of such assessment is, that it enables us to form a fund to superannuate worn-out letter-carriers. and for other purposes.

The same principle prevailed in this assessment as with the messengers, that the value of no individual appointment should be reduced, it was therefore necessary to grant certain annual sums to some of the letter-carriers by way of compensations, which were to fall in as the parties obtained better walks.

There are now 32 superannuated letter-carriers, who receive pensions from this fund to the amount of 910 *l.* per annum; the compensations also above-mentioned amount to 223 *l.* per annum, and are paid from the same source; and also 100 *l.* per annum paid to the inspectors of letter-carriers for their services in superintending this duty. The balance is paid into the Bank periodically, and laid out in the purchase of stock.

TREASURY LETTER, in answer to the foregoing.

My Lords, Treasury Chambers, 25 Sept. 1812.

The Lords Commissioners of His Majesty's Treasury having had under their consideration your Lordship's letter of the 25th May last, submitting a detailed statement of the several funds that have been at various times established in your department, with the object of regulating the salaries and allowances of the messengers and letter-carriers, of providing the means of superannuating certain worn-out persons of that description, and of keeping down the expenditure; I have it in command to acquaint Your Lordships that my Lords entirely approve of the said arrangements.

I have, &c.
(signed) *Geo. Harrison.*

The Postmaster General,
&c. &c. &c.

POST OFFICE.

EXTRACT of Letter from the Postmaster General to the Treasury, dated 25 May 1812, respecting the Letter Carriers' Fund, arising from the "Early Delivery;" together with the Treasury Letter in answer to the same.

(Hon. Fox Maule.)

Ordered, by The House of Commons, *to be Printed,*
14 *August* 1835.

522.

POST-OFFICE.

RETURNS to several Orders of the Honourable The House of Commons,
dated 14 July 1835;—*for*,

—(1.)—

A RETURN, in Detail, of the ESTABLISHMENT of the GENERAL POST-OFFICE in the United Kingdom, as it stood on 5 April 1835.

—(2.)—

A RETURN of the authorized ESTABLISHMENT of the GENERAL POST-OFFICE in the United Kingdom, in Classes, compared with the actual Charge, on 5 April 1835.

(Mr. Labouchere)

Ordered, by The House of Commons, *to be Printed,*
29 *July* 1835.

— (1.) —

A RETURN, in Detail, of the ESTABLISHMENT of the GENERAL POST-OFFICE in the United Kingdom, as it stood on the 5th April 1835.

LONDON.

NAME.	Date of Appointment.	Salary.	Allowances from the Revenue.	Total from Revenue.	Other Emoluments.	Total Income.	——
		£.		£. s. d.	£. s. d.	£. s. d.	
Postmaster-general:							
Earl of Lichfield -	1835	2,500	- - - - - -	2,500 – –	- -	2,500 – –	
Secretary:							
Sir Francis Freeling	1785	*1,200	2,965*l.* 6*s.* 4*d.*, compensation for loss of privilege by 6 G. 4, c. 68.	4,165 6 4	- -	4,165 6 4	House, coals and candles. * 700 *l.* of this sum for special services.
Assistant Secretary:							
G. H. Freeling -	1808	800	- - - - - -	800 – –	- -	800 – –	
Secretary's Office:							
Chief Clerk:							
T. Lawrence - -	1809	500	Under 15 years - - £.400 Above 15 – - - 500	500 – –	140 – –	640 – –	
6 Senior Clerks:							
W. Milliken - -	1795	350	- - - - - -	3 50 – –	148 – –	498 – –	
T. Johns - -	1798	350	- - - - - -	350 – –	148 – –	498 – –	
J. Campbell - -	1807	350	Under 15 years - - £.270 Above 15 – - - 350	350 – –	103 5 –	453 5 –	-- 5 *l.* 5 *s.* from Loyd's Coffee-house.
G. Welch - -	1816	350		350 – –	148 – –	498 – –	-- 50 *l.* allowance from the Tax-office for franking letters.
C. Johnson - -	1819	350	- - - - - -	350 – –	85 5 –	435 5 –	
F. Abbott - -	1822	270	- - - - - -	270 – –	75 12 –	354 12 –	
8 Junior Clerks:							
J. Ramsey - -	1816	200	50 *l.* as storekeeper - -	250 – –	56 – –	306 – –	The emoluments are from the surplus of the Fee Fund, from the publication of the Packet and Shipping List, fees on deputations, after payment of 750 *l.* per ann. to the revenue.
A. Stephens - -	1826	150	100 *l.* as private secretary to the postmaster-general.	250 – –	42 – –	292 – –	
T. Harris - -	1827	150	- - - - - -	150 – –	38 15 6	188 15 6	
J. Tilley - -	1829	110	Under 3 years - - £.90	110 – –	30 16 –	140 16 –	
J. Godby - -	1827	110	3 to 7 – - - - - 110	110 – –	26 18 –	136 18 –	
M. Boyd - -	1832	90	7 to 10 – - - - 150	90 – –	- -	90 – –	
J. Good - -	1834	90	Above 10 – - - - 200	90 – –	- -	90 – –	
A. Trollope -	1834	90	- - - - - -	90 – –	- -	90 – –	
			Number of Persons - - 17.				£. s. d.
			Payments from the Revenue - - - - - - -				8,625 6 4
			Amount of Compensations, being temporary - - - -				2,965 6 4
			Fixed Charge on the Revenue - - - - - -				5,660 – –
			Less Contribution from Fee Fund - - - - - -				750 – –
			Expense to the Revenue of Secretary's Office - - - £.				4,910 – –
			Maximum of Scales - £. 6,350.				
Mail-Coach Office:							
Surveyor and Superintendent:							
G. Louis - -	1810	450	26 *s.* per diem when travelling, and chaise-hire.	450 – –	- -	450 – –	-- Amount of travelling charges, contingent and uncertain.
First Clerk:							
R. Perry - -	1799	250	Under 15 years - - £.180 15 to 20 – - - 200 Above 20 – - - 250	250 – –	130 – –	380 – –	-- Profits from lighting mail-coaches to be discontinued on a vacancy.
Second Clerk:							
W. Wedderburn -	1827	110	Under 10 years - - £.110 10 to 15 – - - 130 Above 15 – - - 160	110 – –	- -	110 – –	
2 Juniors:							
W. Smart - -	1829	100	Under 5 years - - - £.80	100 – –	- -	100 – –	
J. Newman - -	1831	80	Above 5 – - - - 100	80 – –	- -	80 – –	
2 Inspectors:							
W. Akers - -	1815	100	15 *s.* per diem when travelling	100 – –	- -	100 – –	-- Amount of travelling charges, contingent and uncertain.
J. Bull - - -	1834	100		100 – –	- -	100 – –	
5 Assistant Inspectors: Per week, each		10*s.* 6*d.*	15 *s.* per diem when travelling -	136 10 –	- -	136 10 –	-- Amount of travelling charges, contingent and uncertain.
			Number of Persons - - 12.				
			Payments from the Revenue - - - - - - -				£.1,326 10 –
			Maximum of Scales - £.1,396. 10. 0.				
Solicitor:							
M. B. Peacock -	1825	300	- - - - - -	300 – –	1,621 – –	1,921 – –	Profits on law proceedings.
Receiver-general:							
T. Young - -	1834	800	Chief Clerk under 20 years - £.500 above 20 – - 600	800 – –	- -	800 – –	-- The receiver-general is the officer of the Treasury, and his establishment is wholly independent of the postmaster-general.
Chief Clerk:							
J. Bowden - -	1795	600	1st Senior under 15 years £ 300 15 to 20 – 350 above 20 – 400 2d Senior under 7 years £.200 7 to 15 – 240 above 15 – 280	600 – –	- -	600 – –	
3 Seniors:							
G. Barker - -	1805	400	3d Senior under 7 years £.160	400 – –	- -	400 – –	
G. Hide - -	1814	280	7 to 15 – 180	280 – –	- -	280 – –	
W. Taylor - -	1816	200	above 15 – 200	200 – –	- -	200 – –	

NAME.	Date of Appointment.	Salary.	Allowances from the Revenue.	Total from Revenue.	Other Emoluments.	Total Income.	—
Mail-Coach Office—*continued*.		£.		£. s. d.	£. s. d.	£. s. d.	
4 Juniors:							
A. Cutto	1816	160	1st Junior {under 6 years £.130 6 to 10 – 140 above 10 – 160	160 – –	– –	160 – –	
J. Blacklock	1816	140	2d Junior {under 5 years £.120 5 to 10 – 130 above 10 – 140	140 – –	– –	140 – –	
A. P. Grange	1829	120	2 Juniors {under 5 years £.100 5 to 10 – 120 above 10 – 130	120 – –	– –	120 – –	Formerly sub-collector of the twopenny post, abolished by the new establishment. The compensation will cease when he attains to a higher salary.
W. A. Maynard	1816	100	30 *l.*, temporary compensation for loss under new establishment.	130 – –	– –	130 – –	
			Number of Persons - - 9.				
			Payments from the Revenue	- -	- -	- -	£.2,830 – –
			Compensation, temporary	- -	- -	- -	30 – –
			Fixed Charge on Revenue	- -	- -	- £.	2,800 – –
			Maximum of Scales - £.2,840.				
Accountant-general:							
C. T. Court	1803	600	- - - - - - -	600 – –	– –	600 – –	
Deputy:							
T. Ross	1792	400	- - - - - - -	400 – –	– –	400 – –	
Superintendent of Bye-letter Accounts:							
C. Ward	1786	350	- - - - - - -	350 – –	– –	350 – –	- - To be abolished on a vacancy, and a junior appointed at the bottom of the list.
First Clerk:							
C. Compton	1808	320	- - - - - - -	320 – –	– –	320 – –	
2 Principal Clerks:							
E. Lloyd	1809	250	Under 15 years - - £.180 15 to 20 – - - 200 Above 20 – - - 250	250 – –	– –	250 – –	
W. Garner	1813	250		250 – –	– –	250 – –	
2 Seniors:							
H. Stahlschmidt	1813	200	Under 15 years - - £.150 15 to 20 – - - 170 Above 20 – - - 200	200 – –	– –	200 – –	
W. Collet	1811	200		200 – –	– –	200 – –	
7 Juniors:							
T. Atkinson	1820	140	- - - - - - -	140 – –	– –	140 – –	
J. Potter	1823	130	Under 5 years - - £.90 5 to 10 – - - 110 10 to 15 – - - 130 Above 15 – - - 140	130 – –	– –	130 – –	
W. Johnson	1824	130		130 – –	– –	130 – –	
C. Bond	1831	90		90 – –	– –	90 – –	
G. Karstadt	1832	90		90 – –	– –	90 – –	
H. Wilkinson	1834	90		90 – –	– –	90 – –	
J. F. T. Marrable	1835	90	- - - - - - -	90 – –	– –	90 – –	
			Number of Persons - 15.				
			Payment from the Revenue	- -	- -	- -	£.3,330 – –
			Maximum of Scales - £.3,350.				
7 Surveyors:			6 Seniors {under 7 years £.240 7 to 14 – 300 above 14 – 350				
G. Karstadt	1802	350	30 *l.* for examining penny-post accounts.	380 – –	– –	380 – –	Amount of travelling charges, contingent and uncertain. The penny-post allowances will cease as vacancies occur.
B. Churchill	1804	300	30 *l.* - ditto - - ditto -	330 – –	– –	330 – –	
C. Rideout	1812	300	26 *s.* per diem when travelling, and 8 *d.* per mile.	300 – –	– –	300 – –	
J. Fletcher	1804	300		300 – –	– –	300 – –	
G. Neal	1814	240		240 – –	– –	240 – –	
G. Stow	1818	240		240 – –	– –	240 – –	
J. W. Sebright (Assistant).	1821	200	21*s.* per diem when travelling -	200 – –	– –	200 – –	
			Number of Persons - - 7.				
			Payments from the Revenue	- -	- -	- -	£.1,990 – –
			Payments, being temporary	- -	- -	- -	60 – –
			Fixed charge on Revenue	- -	- -	- £.	1,930 – –
			Maximum of Scales - £.2,300				
Inspector of Ship Letters:							
G. Huddleston	1814	350	- - - - - - -	350 – –	– –	350 – –	
First Clerk:							
H. Packham	1814	250	Under 20 years - - £.200 Above 20 – - - 250	250 – –	– –	250 – –	
2 Seniors:							
W. Hoskin	1814	200	Under 15 years - - £.150 15 to 20 – - - 170 Above 20 – - - 200	200 – –	– –	200 – –	
C. Ferguson	1826	150		150 – –	– –	150 – –	
4 Juniors:							
T. Dibdin	1826	110	Under 5 years - - £.80 5 to 10 – - - 110 Above 10 – - - 130	110 – –	– –	110 – –	
C. Baines	1826	110		110 – –	– –	110 – –	
H. Jones	1833	80		80 – –	– –	80 – –	
E. Burnand	1834	80		80 – –	– –	80 – –	
			Number of Persons - 8.				
			Payment from the Revenue	- -	- -	- -	£.1,330 – –
			Maximum of Scales - £.1,520.				

(*continued*)

NAME.	Date of Appointment.	Salary.	Allowances from the Revenue.	Total from Revenue.	Other. Emoluments.	Total Income.	——
		£.		£. s. d.	£. s. d.	£. s. d.	
Inspector of Dead Letters:							
C. Newton - -	1807	350	71*l.* compensation for loss of perquisites converted into revenue.	421 – –	- -	421 – –	- - Produce of sale of waste paper brought to account.
First Clerk:							
E. Laycock - -	1806	250	Under 20 years - £. 200 Above 20 - - - - 250	250 – –	- -	250 – –	
4 Seniors:							
S. Gillman - -	1807	200	- - - - - -	200 – –	- -	200 – –	
H. Weedon - -	1809	200	Under 15 years - £. 140	200 – –	- -	200 – –	
F. Tillyard - -	1813	200	15 to 20 - - - - 170	200 – –	- -	200 – –	
F. Langton - -	1813	200	Above 20 - - - - 200	200 – –	- -	200 – –	
7 Juniors:							
C. Whittard - -	1820	130	- - - - - -	130 – –	- -	130 – –	
T. Galabin - -	1823	130	- - - - - -	130 – –	- -	130 – –	
E. Cartwright -	1829	100	Under 5 years - - £. 80	100 – –	- -	100 – –	
C. Taylor - -	1831	80	5 to 10 - - - - 100	80 – –	- -	80 – –	
J. Kindle - -	1832	80	Above 10 - - - - 130	80 – –	- -	80 – –	
W. J. Page - -	1832	80	- - - - - -	80 – –	- -	80 – –	
S. Scudamore -	1833	80	- - - - - -	80 – –	- -	80 – –	
5 Extra Clerks:							
Per week each -	-	16*s.*	- - - - - -	208 – –	- -	- -	- - Clerks in the Inland-office.
			Number of Persons - - 18.				
			Payment from the Revenue - - - - - - -				£. 2,359
			Amount of Compensation, temporary - - - - - -				71
			Fixed Charge on Revenue - - - - - - - £.				2,288
			Maximum of Scales - £. 2,518.				
Foreign Office:							
Superintending President:							
C. D. Wagstaff -	1794	600	- - - - - -	600 – –	56 – –	656 – –	- - By the passing of the Act of 4 & 5 Will. 4, c. 44, the expense of this department, which was wholly defrayed by the newspaper privilege, became a charge upon the revenue. The emoluments are derived from gratuities from merchants, &c. who call for their letters.
4 Seniors:							
J. Lowther - -	1802	400	70*l.* as president - - -	470 – –	37 – –	507 – –	
J. Barnes - -	1809	400	70*l.* as president - - -	470 – –	37 – –	507 – –	
W. Hilmer - -	1812	350	- - - - - -	350 – –	32 – –	382 – –	
F. Welch - -	1814	350	- - - - - -	350 – –	32 – –	382 – –	
8 Clerks:							
H. Bourne - -	1816	200	- - - - - -	200 – –	18 – –	218 – –	
T. Herbert - -	1825	200	- - - - - -	200 – –	18 – –	218 – –	
M. Turnbull - -	1829	150	- - - - - -	150 – –	14 – –	164 – –	
W. Onslow - -	1830	150	- - - - - -	150 – –	14 – –	164 – –	
W. Gladstone -	1831	150	- - - - - -	150 – –	14 – –	164 – –	
E. James - -	1832	100	- - - - - -	100 – –	9 – –	109 – –	
D. Berdmore - -	1832	100	- - - - - -	100 – –	9 – –	109 – –	
W. Arrowsmith -	1832	100	- - - - - -	100 – –	9 – –	109 – –	
3 Juniors:							
C. Teesdale - -	1833	80	- - - - - -	80 – –	7 – –	87 – –	
G. Kellner - -	1834	80	- - - - - -	80 – –	7 – –	87 – –	
W. Young - -	1835	80	- - - - - -	80 – –	7 – –	87 – –	
			Number of Persons - - 16.				
			Fixed Payment from the Revenue - - - - - -				£. 3,630.
Inland Office:							
8 Senior Clerks:							
D. Stow - -	1770	300	250*l.* as superintending president. 1,200*l.* compensation for abolition of newspaper privilege by Act 4 & 5 Will. 4, c. 44.	1,750 – –	262 2 –	2,012 2 –	- - 260*l.* profits of Money Order-office. 2*l.* 2*s.* from bankrupts' letters.
R. Watts - -	1778	300	80*l.* as president - - - 964*l.* compensation.	1,344 – –	260 – –	1,604 – –	- - Profits of Money Order-office.
W. Coltson - -	1792	300	250*l.* compensation - - 59*l.* 6*s.* 8*d.* for delivering letters at the House of Commons.	609 6 8	- -	609 6 8	- - The House of Commons' allowance is at the rate of 6*s.* 8*d.* per diem, during the session.
S. Johnson - -	1795	300	80*l.* as president - - 177*l.* compensation.	557 – –	- -	557 – –	
J. P. Neale - -	1796	300	213*l.* compensation - -	513 – –	- -	513 – –	
B. Vandergucht -	1797	300	40*l.* as vice-president - - 206*l.* compensation.	546 – –	- -	546 – –	
P. Absalom - -	1797	300	143*l.* compensation - -	443 – –	- -	443 – –	
J. Hanson - -	1798	300	143*l.* compensation - -	443 – –	34 16 3	477 16 3	- - Window clerk; fees from merchants who call for their letters.
24 Assistants - -	-	-	Under 15 years - £ 160 15 to 20 - - - - 200 Above 20 - - - - 250				
R. P. Searles -	1798	250	40*l.* as vice-president - - 61*l.* compensation.	351 – –	- -	351 – –	
C. V. Barnard -	1799	250	45*l.* compensation - - -	295 – –	34 16 3	329 16 3	- - Window clerk; fees from merchants.

NAME.	Date of Appointment.	Salary.	Allowances from the Revenue.	Total from Revenue.	Other Emoluments.	Total Income.	——
Inland Office—*continued.*							
Assistants—*continued.*		£.		£. s. d.	£. s. d.	£. s. d.	
A. Moore	1799	250	40 *l.* compensation	290 – –	5 11 2	295 11 2	Window clerk.
J. Brown	1800	250	23 *l.* compensation	273 – –	-	273 – –	
B. Woodcock	1800	250	16 *l.* compensation	266 – –	-	266 – –	
W. Holgate	1801	250	12 *l.* compensation 20 *l.* instructor of junior officers.	282 – –	-	282 – –	
C. Evans	1801	250	10 *l.* compensation	260 – –	5 11 2	265 11 2	- - Window clerk; fees from merchants.
H. Graves	1801	250	-	250 – –	-	250 – –	
R. Watmore	1801	250	40 *l.* as vice-president	290 – –	-	290 – –	
F. Harrison	1801	250	-	250 – –	34 16 3	284 16 3	- - Window clerk; fees from merchants.
W. Ede	1802	250	-	250 – –	-	250 – –	
T. Moule	1804	250	-	250 – –	-	250 – –	
L. Clarac	1806	250	30 *l.* as inspector of franks	280 – –	-	280 – –	
J. Layton	1807	250	40 *l.* as inspector of franks	290 – –	-	290 – –	
C. Crackanthorp	1807	250	80 *l.* as clerk to superintending president.	330 – –	-	330 – –	
W. Key	1807	250	-	250 – –	-	250 – –	
W. G. Moss	1807	250	-	250 – –	-	250 – –	
C. Holworthy	1808	250	-	250 – –	-	250 – –	
J. Lowe	1808	250	-	250 – –	-	250 – –	
T. Bird	1808	250	-	250 – –	-	291 12 –	- - 41 *l.* 12 *s.* as extra clerk in the Dead Letter-office; charged upon the revenue of that office.
W. Packham	1810	250	-	250 – –	-	250 – –	
A. Barnes	1810	250	-	250 – –	-	250 – –	
J. Peacock	1811	250	-	250 – –	-	250 – –	
W. G. Ward	1814	250	25 *l.* clerk of bankers' parcels	275 – –	-	275 – –	
27 Clerks:							
R. White	1817	160	-	160 – –	-	160 – –	
T. Simpson	1818	160	-	160 – –	-	201 12 –	- - 41 *l.* 12 *s.*, extra clerk in the Dead Letter-office.
R. Newman	1818	160	25 *l.* clerk of bankers' parcels	185 – –	-	185 – –	
T. Cookes	1819	160	-	160 – –	-	160 – –	
F. Kelly	1819	160	-	160 – –	34 16 3	194 16 3	- - Window clerk; fees from merchants.
S. Hamer	1820	160	-	160 – –	-	160 – –	
J. Huddart	1820	160	-	160 – –	-	201 12 –	- - 41 *l.* 12 *s.*, extra clerk in the Dead Letter-office.
W. Bokenham	1820	130	60 *l.* clk to superintendg presidt	190 – –	-	190 – –	
E. Graham	1822	130	-	130 – –	-	171 12 –	- - 41 *l.* 12 *s.*, extra clerk in the Dead Letter-office.
M. Paddon	1823	130	-	130 – –	-	171 12 –	- - 41 *l.* 12 *s.*, extra clerk in the Dead Letter-office.
J. C. Macmahon	1823	130	-	130 – –	-	130 – –	
T. Bridges	1823	130	-	130 – –	-	130 – –	
E. Hodd	1823	130	12 seniors, above 15 years, £. 160	130 – –	-	130 – –	
J. Coffin	1824	130	Others under 5 years - 90	130 – –	-	130 – –	
H. Meheux	1824	130	— 5 to 10 years - 110	130 – –	-	130 – –	
R. Partridge	1825	110	— above 10 years - 130	110 – –	-	110 – –	
J. H. Wilson	1825	110	-	110 – –	-	110 – –	
W. C. Wood	1825	110	-	110 – –	-	110 – –	
G. H. Wynn	1825	110	45 *l.* clerk to superintending president. 25 *l.* clerk of stamp-office parcels	180 – –	-	180 – –	
E. Ravenscroft	1826	110	-	110 – –	-	151 12 –	- - 41 *l.* 12 *s.*, extra clerk in the Dead Letter-office.
A. Pennington	1826	110	-	110 – –	-	110 – –	
W. W. Redpath	1827	110	-	110 – –	-	110 – –	
W. Blott	1828	110	-	110 – –	-	110 – –	
W. H. Adams	1829	110	-	110 – –	-	110 – –	
C. W. Barnard	1829	110	-	110 – –	-	110 – –	
G. V. Holmes	1830	110	-	110 – –	-	110 – –	
R. Williams	1830	110	-	110 – –	16 3 6	126 3 6	- - Window clerk; fees from merchants.
14 Juniors:							
W. Cheshire	1830	70	-	70 – –	-	70 – –	
C. Johnson	1830	70	-	70 – –	-	70 – –	
R. Rollo	1831	70	-	70 – –	-	70 – –	
J. Hinton	1831	70	-	70 – –	-	70 – –	
T. Brodie	1831	70	-	70 – –	-	70 – –	
W. Grant	1832	70	Under 5 years - - £. 70	70 – –	-	70 – –	
C. J. Whiting	1832	70	5 to 10 – - - - 90	70 – –	-	70 – –	
E. J. Smith	1832	70	Above 10 – - - - 100	70 – –	-	70 – –	
H. Matthews	1832	70		70 – –	-	70 – –	
G. H. Wilson	1832	70	-	70 – –	-	70 – –	
A. Graham	1832	70	-	70 – –	-	70 – –	
C. Ward	1833	70	-	70 – –	-	70 – –	
H. Mellersh	1834	70	-	70 – –	-	70 – –	
W. Y. Levin	1834	70	-	70 – –	-	70 – –	
5 Probationary Clerks:							
T. Boucher	1834	65	-	65 – –	-	65 – –	
R. Davis	1835	65	-	65 – –	-	65 – –	
L. M'Lean	1834	65	-	65 – –	-	65 – –	Additional clerk since the last establishment, in consequence of the extension of time for putting in letters at the receivs houses.
H. Hutchins	1834	65	-	65 – –	-	65 – –	
G. E. Barry	1835	65	-	65 – –	-	65 – –	

(continued)

NAME.	Date of Appointment.	Salary.	Allowances from the Revenue.	Total from Revenue.	Other Emoluments.	Total Income.	—
Inland Office—*continued.*		£.		£. s. d.	£. s. d.	£. s. d.	
2 Clerks of Letter-carriers Accounts:							
W. Lugsden - -	1829	120	Above 10 years - - £.80	120 – –	- -	120 – –	
S. W. Sedgwick -	1835	70		70 – –	- -	70 – –	
			Number of Persons - - 80.				
			Payments from the Revenue - - - - - - -				£.17,817 6 8
			Amount of Compensations, temporary - - - - - -				3,503 – –
			Fixed Charge on the Revenue - - - - - £.				14,314 6 8
			Maximum of Scales - £.15,075.				
Inspectors of Letter-carriers:							
B. Critchett - -	1794	170	320*l.* compensation for loss of fees on newspapers, now brought to account.	490 – –	50 – –	540 – –	Emoluments derived from management of letter-carriers' fund, and fines on late attendance. The new establishment provides for the regulation of this branch as vacancies occur, according to which the charge upon the revenue will be 890*l.* per annum, less the amount of fees brought to account.
W. Woods - -	1791	150	320*l.* - - ditto - -	470 – –	25 – –	495 – –	
J. Austin - -	1812	170	- - - - - - -	170 – –	108 – –	278 – –	
J. Lawrence - -	1826	120	- - - - - - -	120 – –	41 – –	161 – –	
			Number of Persons - - 4.				
			Payment from the Revenue - - - - - - - -				£.1,250 – –
			Amount of Compensations, temporary - - - - - -				640 – –
			Fixed Charge upon the Revenue - - - - - £.				610 – –
Messengers:		£. s. d.					
2 Principal - -	-	120 – –	each - - - - £.30. each per annum, compensation during their continuance in office.	300 – –			
2 Senior - -	-	100 – –	each - - - -	200 – –			
6 Messengers -	-	90 – –	each - - - -	540 – –			
6 Ditto - -	-	80 – –	each - - - -	480 – –			
6 Ditto - -	-	70 – –	each - - - -	420 – –			
6 Ditto - -	-	60 – –	each - - - -	360 – –			
1 Board Room Messenger.	-	100 – –	- - - - -	110 – –			
1 Gate Porter -	-	54 12 –	- - - - -	54 12 –			
			Number of Persons - 30.				
			Payment from the Revenue - - - - - - -				£.2,464 12 –
			Amount of Compensation, temporary - - - - -				60 – –
			Fixed Charge on the Revenue - - - - - - £.				2,404 12 –
General Post Letter-carriers:							
100 - - -	-	– 14 –	per week each - -	3,640 – –	The letter-carriers are in the receipt of emoluments from fees for giving credit, ringing the bells, and Christmas gratuities, producing, together with their wages, incomes varying according to seniority, from nearly 200*l.* downwards to about 60*l.*, after a man has been 12 months in the service.		
40 of the above as sub-sorters.	-	1 1 –	per week each additional -	2,184 – –			
60 - - -	-	1 1 –	per week each - -	3,276 – –			
60 - - -	-	1 3 –	per week each - -	3,588 – –			
60 - - -	-	1 – –	per week each - -	3,120 – –			
1 River Letter-carrier.	-	2 – –	per week - - -	104 – –			
			Number of Persons - 281.				
			Charge upon the Revenue - - - - - - -				£.15,912 – –
Mail Guards:							
278 - - -	-	– 10 6	per week each - -	7,589 8 –			As these guards have no emoluments from passengers, they are paid at a higher rate.
6 Supernumeraries -	-	– 12 –	per week each - -	187 4 –			
6 for Curricle Mail and Railway.	-	1 1 –	per week each - -	327 12 –	- -	- -	
			Number of Persons - 290.				
			Charge upon the Revenue - - - - - - -				£.8,104 4 –
Sea Mail Guards:							
8 - - - -	-	6 – –	per lunar month each -	624 – –	- -	- -	- - Formerly in the packet service; employed in charge of foreign mails sent by private vessels under contract to Hamburgh and Holland.
Bagman - - -	-	1 10 –	per week - - - 18*l.* per quarter for repairs.	150 – –			
Assistant - - -	-	1 – –	per week - - -	52 – –			
Housekeeper - -	-	120 – –	- - - - -	120 – –			
10 Female Servants -	-	42 – –	each, wages and board wages	420 – –			
1 for Branch Office, Lombard-street.	-	31 – –	- - - - -	31 – –			
2 Watchmen:							
1 - - - -	-	1 11 6	per week - - -	81 18 –			
1 - - - -	-	1 1 –	per week - - -	54 12 –			
7 Labourers - -	-	1 1 –	per week each - -	332 4 –			
			Number of Persons - 23.				
			Charge upon the Revenue - - - - - - -				£.1,291 14 –

NAMES.	Date of Appointment.	Salary.	Allowance from the Revenue.	Total from Revenue.	Other Emoluments.	Total Income.	——
Two-penny Post Office:		£.		£. s. d.	£. s. d.	£. s. d.	
3 Principal Clerks:							
R. Smith - -	1805	300	200 *l.* as superintending president	500 – –	- -	500 – –	
			15 *s.* per diem when on survey	- -	- - -	- -	-- Amount of survey chages, contingent and uncertain.
T. Sumpter - -	1788	300	70 *l.* as president - - -	370 – –	- -	370 – –	
H. Cromar - -	1805	300	- - - - - - -	300 – –	- -	300 – –	
Clerks:							
6 First Class:							
S. Bell - - -	1807	250	60 *l.* as president - - -	310 – –	- -	310 – –	
F. Hughes - -	1808	250	- - - - - - -	250 – –	- -	250 – –	
J. Smith - -	1809	250	Under 15 years - - £.160 15 to 20 – - - 200 Above 20 – - - 250	250 – –	- -	250 – –	
J. Oakley - -	1810	250		250 – –	- -	250 – –	
G. Blink - -	1813	250	- - - - - - -	250 – –	- -	250 – –	
E. Wells - -	1813	250	- - - - - - -	250 – –	- -	250 – –	
12 Second Class:							
P. Lamb - -	1813	160	- - - - - - -	160 – –	- -	160 – –	
C. Bate - -	1815	160	- - - - - - -	160 – –	- -	160 – –	
H. Ray - - -	1815	160	- - - - - - -	160 – –	- -	160 – –	
C. Anderson - -	1818	160	- - - - - - -	160 – –	- -	160 – –	
J. W. Glubb - -	1824	130	4 Seniors above 15 years £.160 Others { under 5 years - 90 5 to 10 – - 110 above 10 – - 130	130 – –	- -	130 – –	
W. Sculthorpe -	1824	130		130 – –	- -	130 – –	
W. Salisbury - -	1824	130		130 – –	- -	130 – –	
C. Elphick - -	1824	130		130 – –	- -	130 – –	
J Fox - - -	1824	130	- - - - - - -	130 – –	- -	130 – –	
J. Hoare - -	1825	130	- - - - - - -	130 – –	- -	130 – –	
J. Morgan - -	1825	110	- - - - - - -	110 – –	- -	110 – –	
W. P. Reid - -	1825	110	- - - - - - -	110 – –	- -	110 – –	
7 Third Class:							
P. Descow - -	1827	90	- - - - - - -	90 – –	- -	90 – –	
G. Harper - -	1828	90	- - - - - - -	90 – –	- -	90 – –	
W. Westcott - -	1828	90	Under 5 years - - £. 70 5 to 10 – - - 90 Above 10 – - - 100	90 – –	- -	90 – –	
T. Hart - -	1828	90		90 – –	- -	90 – –	
J. Linwood - -	1829	90		90 – –	- -	90 – –	
H. Batley - -	1833	70	- - - - - - -	70 – –	- -	70 – –	
A. Hardy - -	1834	70	- - - - - - -	70 – –	- -	70 – –	
4 Clerks to Superintending President:							
T. Read - -	1814	250	Under 10 years - - £. 150 10 to 15 – - - 200 Above 15 – - - 250	250 – –	- -	250 – –	
J. Kirby - -	1825	130	Under 5 years - - £. 80 5 to 10 – - - 100 Above 10 – - - 130	130 – –	- -	130 – –	
D. Raw - -	1826	100		100 – –	- -	100 – –	
John Thorpe - -	1835	70		70 – –	- -	70 – –	--Additional clerk since the last establishment for the money-letter duty.
6 Inspectors of Letter-carriers:							
J. Tyrrell - -	1799	150	- - - - - - -	150 – –	- -	150 – –	
S. Burt - - -	1807	150	- - - - - - -	150 – –	- -	150 – –	
J. Payne - -	1810	110	- - - - - - -	110 – –	- -	110 – –	
W. Saltwell - -	1824	110	- - - - - - -	110 – –	- -	110 – –	
H. Jameson - -	1824	110	- - - - - - -	110 – –	- -	110 – –	
W. Westbrooke -	1827	110	- - - - - - -	110 – –	- -	110 – –	
7. Sub-sorters:							
W. Reynolds -	1824	90	- - - - - - -	90 – –	- -	90 – –	
W. Gibbons - -	1826	80	- - - - - - -	80 – –	- -	80 – –	
T. Gapes - -	1834	70	Under 5 years - - £.70 5 to 10 – - - 80 Above 10 – - - 90	70 – –	- -	70 – –	
T. Byford - -	1834	70		70 – –	- -	70 – –	
G. Cooper - -	1834	70		70 – –	- -	70 – –	
W. Smithers - -	1834	70	- - - - - - -	70 – –	- -	70 – –	
W. Cole - -	1834	70	- - - - - - -	70 – –	- -	70 – –	
9 Stampers:							
G. Roberts - -	1804	70	- - - - - - -	70 – –	- -	70 – –	
S. Staughton - -	1826	70	- - - - - - -	70 – –	- -	70 – –	
T. Burden - -	1827	70	- - - - - - -	70 – –	- -	70 – –	

(continued)

NAME.	Date of Appointment.	Salary.	Allowances from the Revenue.	Total from Revenue.	Other Emoluments.	Total Income.	——
Twopenny Post Office—*continued.*				£. s. d.	£. s. d.	£. s. d.	
Stampers—*continued.*		£.					
F. Langham	1827	70	- - - - - -	70 – –	- -	70 – –	
W. Thurling	1827	60	- - - - - -	60 – –	- -	60 – –	
W. Matthews	1828	60	- - - - - -	60 – –	- -	60 – –	
T. Jago	1829	60	- - - - - -	60 – –	- -	60 – –	
R. Cornelius	1834	60	- - - - - -	60 – –	- -	60 – –	
J. Webb	1834	60	- - - - - -	60 – –	- -	60 – –	
			Number of Persons - - 54.				
			Payment from the Revenue -	- -	- -	- -	£.7,350 – –
			Maximum of Scales - £.7,640.				
Letter-carriers:		£. s. d.					
424	-	1 – –	per week each	22,048 – –			
93 of the above as charge-takers	-	– 3 –	per week each additional	725 8 –			
40 supernumerary	-	– 10 –	per week each	1,040 – –			
			Number of Persons - 464.				
			Payment from the Revenue	- -	- -	- -	£.23,813 8 –

RECAPITULATION.

Numbers.	OFFICES.	Total Payments from the Revenue.	Maximum of Scales.
		£. s. d.	£. s. d.
1	Postmaster-general	2,500 – –	2,500 – –
17	Secretary's Office	8,625 6 4	6,350 – –
12	Mail-Coach Office	1,326 10 –	1,396 10 –
1	Solicitor	300 – –	300 – –
9	Receiver-general	2,830 – –	2,840 – –
15	Accountant-general	3,330 – –	3,550 – –
7	Surveyors	1,990 – –	2,300 – –
8	Ship Letter Office	1,330 – –	1,520 – –
18	Dead Letter Office	2,359 – –	2,518 – –
16	Foreign Office	3,630 – –	3,630 – –
80	Inland Office	17,817 6 8	15,075 – –
4	Inspectors of Letter-carriers	1,250 – –	890 – –
30	Messengers	2,464 12 –	2,404 12 –
281	General Post Letter-carriers	15,912 – –	15,912 – –
220	Mail Guards	8,104 4 –	8,104 4 –
8	Sea Mail Guards	624 – –	624 – –
23	Housekeeper, Bagmen, Watchmen, &c.	1,291 14 –	1,291 14 –
54	Twopenny Post	7,350 – –	7,640 – –
464	Twopenny Post Letter-carriers	23,813 8 –	23,813 8 –
1,338	- - - - - - - - -	106,848 1 –	102,659 8 –
Deduct Compensations, being temporary		7,329 6 4	
Fixed payment from the Revenue		99,518 14 8	
Less, Amount of Fees brought to Account		3,283 16 9½	
	TOTAL - - - - £.	96,234 17 10½	

General Post-Office,
27 July 1835.

Francis Freeling,
Secretary.

DUBLIN.

NAME.	Date of Appointment.	Salary.	Allowance from the Revenue.	Total from Revenue.	Other Emoluments.	Total Income.	—
Secretary:		£.		£. s. d.	£. s. d.	£. s. d.	
A. Godby - -	1797	800	- - - - - - - -	800 – –	- -	800 – –	- - House, coals and candles.
First Clerk:							
T. O. Lees - -	1805	400	- - - - - - - -	400 – –	464 18 –	864 18 –	- - Profits from money orders.
Second Clerk:							
C. B. Banning -	1831	150	Under 10 years - - £.150 10 to 15 - - - 200 Above 15 - - - 300	150 – –	- -	150 – –	
Third Clerk:							
J. Lees - -	1832	100	Under 5 years - - £.100 5 to 10 - - - 120 10 to 15 - - - 150 Above 15 - - - 200	100 – –	- -	100 – –	
2 Juniors:							
W. J. Godby - -	1834	70	Under 5 years - - £.70 5 to 10 - - - 90 Above 10 - - - 120	70 – –	- -	70 – –	
J. Mockler - -	1834	70		70 – –	- -	70 – –	- - Amount of travelling allowances, contingent and uncertain. The extra clerk is not to succeed upon the establishment of the secretary's office.
Extra Clerk and Assistant Surveyor:							
R. Vaughton - -	1834	70	with 20*s.* per diem, and 8 *d.* per mile when travelling.	70 – –	- -	70 – –	
			Number of Persons - - 7.				
			Payment from the Revenue	- -	- -	- -	£. 1,660 – –
			Maximum of Scales - £.2,010.				
Receiver-general:							
J. Atkinson - -	1831	500	- - - - - - - -	500 – –	- -	500 – –	
First Clerk:							
J. Mellsop - -	1826	150	Under 5 years - - £.100 5 to 10 - - - 150 10 to 15 - - - 200 Above 15 - - - 250	150 – –	- -	150 – –	
Junior Clerk:							
A. Greene - -	1831	70	Under 5 years - - £.70 5 to 10 - - - 90 Above 10 - - - 120	70 – –	- -	70 – –	
			Number of Persons - - 3.				
			Payment from the Revenue	- -	- -	- -	£. 720 – –
			Maximum of Scales - £.820.				
Accountant-general:							
A. Lyster - -	1809	400	- - - - - - - -	400 – –	- -	400 – –	
First Clerk:							
G. Mason - -	1824	200	Under 5 years - - £.100 5 to 10 - - - 150 10 to 15 - - - 200 Above 15 - - - 250	200 – –	- -	200 – –	
2 Senior Clerks:							
H. E. Beare - -	1808	180	Under 10 years - - £.120 10 to 15 - - - 150 Above 15 - - - 180	180 – –	- -	180 – –	
J. B. Williams -	1811	180		180 – –	- -	180 – –	
3 Juniors:							
W. Walsh - -	1832	70	Under 5 years - - £.70	70 – –	- -	70 – –	
F. French - -	1833	70	5 to 10 - - - 90	70 – –	- -	70 – –	
G. Mills - -	1834	70	Above 10 - - - 120	70 – –	- -	70 – –	
			Number of Persons - - 7.				
			Payment from the Revenue	- -	- -	- -	£. 1,170 – –
			Maximum of Scales - £.1,370.				
Inspector of Dead Letters:							
R. Morgan - -	1807	300	- - - - - - - -	300 – –	- -	300 – –	
First Clerk:							
V. Riddle - -	1812	200	Under 15 years - - £.140 15 to 20 - - - 170 Above 20 - - - 200	200 – –	- -	200 – –	
2 Senior Clerks:							
J. B. Hartwell -	1823	130	Under 10 years - - £.110 10 to 15 - - - 130 Above 15 - - - 150	130 – –	- -	130 – –	
H. Hall - -	1827	110		110 – –	- -	110 – –	
4 Juniors:							
T. Brabazon - -	1822	90	Under 5 years - - £.70	90 – –	- -	90 – –	
C. Pitts - -	1833	70	5 to 10 - - - 90	70 – –	- -	70 – –	
P. Caldwell - -	1834	70	10 to 15 - - - 110	70 – –	- -	70 – –	
G. Moulton - -	1834	70	Above 15 - - - 130	70 – –	- -	70 – –	
			Number of Persons - - 8.				
			Payment from the Revenue	- -	- -	- -	£. 1,040 – –
			Maximum of Scales - £.1,320.				

(*continued*)

NAME.	Date of Appointment.	Salary.	Allowances from the Revenue.	Total	Other Emoluments.	Total Income.	——
Solicitor;		£. s. d.		£. s. d.	£. s. d.	£. s. d.	
T. Thompson -	1801	92 6 4	- - - - -	92 6 4	719 5 3	811 11 7	- - Profits from law proceedings.
3 Surveyors:							
P. Urquhart - -	1812	92 6 4	With 24 *s.* per diem when travelling,, and 11 *d.* per mile.	92 6 4	- -	92 6 4	- - Amount of travelling allowances, contingent and uncertain.
J. Drought - -	1818	92 6 4		92 6 4	- -	92 6 4	
J. Kendrick - -	1831	92 6 4		92 6 4	- -	92 6 4	
			Number of Persons - - 3.				
			Payment from the Revenue - - - - - - -				£. 276 19 -
			Maximum of Scales - £. 276 19 -				
2 Inspectors of Mail Coaches;							
T. Usher - -	1812	100	With 10 *s.* a day when travelling - - - - -	100 - -	- -	100 - -	- - Amount of travelling allowances, contingent and uncertain.
J. Cumming - -	1828	80		80 - -	- -	80 - -	
			Number of Persons - - 2.				
			Payment from the Revenue - - - - - - -				£. 180 - -
			Maximum of Scales - £. 180.				
Inland Office;							
3 Senior Clerks:							
J. Burrowes - -	1810	300	337 *l.* compensation for abolition of newspaper privilege, by Act 4 & 5 Will. 4, c. 44. 80 *l.* as president.	717 - -	- -	717 - -	
H. Clare - -	1800	300	296 *l.* compensation - - 50 *l.* as vice-president.	646 - -	- -	646 - -	
E. Darley - -	1805	300	156 *l.* compensation - - 30 *l.* as vice-president.	486 - -	- -	486 - -	
Clerks;							
5 First Class;							
D. Thompson -	1806	230	100 *l.* compensation - -	330 - -	- -	330 - -	
J. W. Gladstone -	1822	160	60 *l.* compensation - - 50 *l.* as vice-president.	270 - -	- -	270 - -	
T. Fisher - -	1808	230	20 *l.* compensation - -	250 - -	- -	250 - -	
W. Ashley - -	1808	230	Under 15 years - £. 160 15 to 20 - - - - 190	230 - -	- -	230 - -	
R. Maley - -	1808	230	Above 20 - - - - 230	230 - -	- -	230 - -	
7 Second Class;							
E. J. Baynes - -	1809	200	- - - - - -	200 - -	- -	200 - -	
J. Somers - -	1809	200	- - - - - -	200 - -	213 6 8	413 6 8	- - Window clerk; fees from merchants who call for their letters.
J. Hamilton - -	1812	200	Under 15 years - £. 140	200 - -	- -	200 - -	
G. Murphy - -	1815	200	15 to 20 - - - - 180	200 - -	- -	200 - -	
G. Wright - -	1815	200	Above 20 - - - - 200	200 - -	- -	200 - -	
J. Usher - -	1815	180	- - - - - -	180 - -	- -	180 - -	
G. Davis - -	1818	180	- - - - - -	180 - -	- -	180 - -	
8 Third Class;							
A. Barker - -	1819	130	- - - - - -	130 - -	- -	130 - -	
R. Henry - -	1821	130	- - - - - -	130 - -	106 13 4	236 13 4	- - Window clerk; fees from merchants.
H. Heney - -	1822	130	Under 5 years - - £. 90	130 - -	- -	130 - -	
C. Warren - -	1823	130	5 to 10 - - - - 110	130 - -	- -	130 - -	
F. A. Wilson - -	1825	130	Above 10 - - - - 130	130 - -	- -	130 - -	
C. Lambert - -	1827	110		110 - -	- -	110 - -	
S. Creaghe - -	1828	110	- - - - - -	110 - -	- -	110 - -	
T. Parsons - -	1828	110	- - - - - -	110 - -	- -	110 - -	
9 Junior Class:							
G. Cumine - -	1829	80	- - - - - -	80 - -	- -	80 - -	
R. Matthewson -	1830	80	- - - - - -	80 - -	- -	80 - -	
A. Dobbs - -	1830	70	- - - - - -	70 - -	- -	70 - -	
W. C. Thompson -	1830	70	Under 5 years - - £. 70	70 - -	- -	70 - -	
R. Isdell - -	1831	70	5 to 10 - - - - 80	70 - -	- -	70 - -	
C. Courtnay - -	1834	70	Above 10 - - - - 100	70 - -	- -	70 - -	
C. Collins - -	1834	70	- - - - - -	70 - -	- -	70 - -	
E. Coffey - -	1834	70	- - - - - -	70 - -	- -	70 - -	
R. G. Toler - -	1834	70	- - - - - -	70 - -	- -	70 - -	
			Number of Persons - - 32.				
			Payment from the Revenue - - - - - - -				£. 6,149 - -
			Amount of Compensation, temporary - - - - - -				969 - -
			Fixed Charge on the Revenue - - - - - £.				5,180 - -
			Maximum of Scales - £. 5,600.				

NAME.	Date of Appointment.	Salary.	Allowances from the Revenue.	Total from Revenue.	Other Emoluments.	Total Income.	——
Inland Office—*continued.*							
Messengers and Stampers:		£. s. d.		£. s. d.	£. s. d.	£. s. d.	
1 - - - - - at -	-	100 – –	per annum - - -	100 – –			
2 - - - - - at -	-	75 – –	per annum each - -	150 – –			
2 - - - - - at -	-	65 – –	per annum each - -	130 – –			
3 - - - - - at -	-	54 12 –	per annum each - -	163 16 –			
			Number of Persons - 8.				
			Payment from the Revenue	- -	- -	- -	£.543 16 –
Inspector of Letter-carriers:							
J. Bannen - -	1808	150 – –	Under 10 years - £.100 10 to 15 – 120 Above 15 – 150	150 – –	- -	150 – –	
Assistant:							
J. Hawkins - -	1825	100 – –	- - - - - -	100 – –	- -	100 – –	
			Number of Persons - 2.				
			Payment from the Revenue	- -	- -	- -	£.250 – –
			Maximum of Scales - £.250.				
89 Letter-carriers:							
24 - - - - - at -	-	– 19 6	per week each - -	1,216 16 –	- -	- -	- - The letter-carriers are in the receipt of emoluments arising from gratuities from the public for giving credit, &c., but the amount is unknown.
25 - - - - - at -	-	– 18 6	per week each - -	1,202 10 –			
25 - - - - - at -	-	– 17 6	per week each - -	1,137 10 –			
15 Supernumerary at	-	– 17 –	per week each - -	683 – –			
			Number of Persons - 89.				
			Payment from the Revenue	- -	- -	- -	£.4,219 16 –
Mail Guards:							
80 - - - - - at -	-	– 13 –	per week each - -	2,704 – –			
2 - - - - - at -	-	– 10 6	per week each - -	54 12 –			
			Number of Persons - 82.				
			Payment from the Revenue	- -	- -	- -	£.2,758 12 –
Housekeeper - -	1814	92 6 4	- - - - - -	92 6 4	- -	92 6 4	
6 Servants - -	-	27 14 8	each - - - -	166 8 –			
			Number of persons - 7.				
			Payment from the Revenue	- -	- -	- -	£.258 14 4
Labourer in Trust:							
W. Lawrence -	1831	80 – –	- - - - - -	80 – –	- -	80 – –	
3 Gate-porters - at	-	48 – –	each - - - -	144 – –			
2 Firelighters - at	-	31 4 –	each - - - -	62 8 –			
1 Lamplighter - at	-	39 13 –	- - - - - -	39 13 –			
			Number of Persons - 7.				
			Payment from the Revenue	- -	- -	- -	£.326 1 –

RECAPITULATION.

Number of Persons.	OFFICES.	Total Payments from Revenue.	Maximum of Scales.
		£. s. d.	£. s. d.
7	Secretary's Office - - - - - -	1,660 – –	2,010 – –
3	Receiver-general - - - - - -	720 – –	870 – –
7	Accountant-general - - - - - -	1,170 – –	1,370 – –
8	Dead Letter - - - - - - -	1,040 – –	1,320 – –
3	Surveyors - - - - - - - -	276 19 –	276 19 –
2	Inspectors of Mails - - - - - -	180 – –	180 – –
1	Solicitor - - - - - - - -	92 6 4	92 6 4
32	Inland Office - - - - - - -	6,149 – –	5,600 – –
8	Messengers and Stampers - - - - -	543 16 –	543 16 –
2	Inspectors of Letter-carriers - - -	250 – –	250 – –
89	Letter-carriers - - - - - - -	4,219 16 –	4,219 16 –
82	Mail Guards - - - - - - -	2,758 12 –	2,758 12 –
7	Housekeeper and Servants - - - -	258 14 4	258 14 4
7	Labourers, Porters, &c. - - - - -	326 1 –	326 1 –
258	- - - - - - - - - -	19,645 4 8	20,076 4 8
	Deduct Compensation, being temporary - - -	969 – –	
	Fixed Payment from the Revenue - - - -	18,676 4 8	
	Less Fees brought to account - - - - -	281 5 6	
	TOTAL - - - £.	18,394 19 2	

General Post Office,
27 July 1835.

Francis Freeling,
Secretary.

EDINBURGH.

NAME.	Date of Appointment.	Salary.	Allowance from the Revenue.	Total from the Revenue.	Other Emoluments.	Total Income.	—
Secretary:		£.		£. s. d.	£. s. d.	£. s. d.	
Sir E. S. Lees -	1801	600	200*l.* contingent allowance during his continuance in office.	800 – –	- -	800 – –	- - By order of the Lords of the Treasury, house, coals and candles.
First Clerk: A. Horne - -	1811	300	- - - - - -	300 – –	- -	300 – –	
Second Clerk: J. Currie - -	1822	150	Under 10 years - - £.120 10 to 15 – - - 150 Above 10 – - - 200	150 – –	- -	150 – –	
Third Clerk: Henry B. Abbott -	1834	70	Under 5 years - - 70 5 to 10 – - - 90 Above 15 – - - 130	70 – –	- -	70 – –	
			Number of Persons - - 4.				
			Payments from the Revenue				£. 1,320 – –
			Temporary Allowance				200 – –
			Fixed Payment from the Revenue			£.	1,120 – –
			Maximum of Scales - £.1,430.				
Cashier's Office:							
W. Young - -	1786	400	- - - - - -	400 – –	- -	400 – –	
Clerk: Geo. Young - -	1831	100	Under 5 years - - £.100 5 to 10 – - - 120 10 to 15 – - - 150 Above 15 – - - 200	100 – –	- -	100 – –	
			Number of Persons - - 2.				
			Payment from the Revenue				£.500 – –
			Maximum of Scales - £.600.				
2 Surveyors:							
J. Shearer - -	1789	300	26*s.* per diem when travelling, and 8*d.* per mile. Under 10 years, £.240; above 10 years, £. 300.	300 – –	- -	300 – –	- - Amount of travelling charges, contingent and uncertain.
C. F. Reeves - -	1814	300		300 – –	- -	300 – –	
			Number of Persons - - 2.				
			Payment from the Revenue				£. 600 – –
			Maximum of Scales - £.600.				
			Surveyors hereafter to be appointed will receive 21*s.* per diem when travelling, instead of 26*s.*				
Accountant's Office:							
Accountant: G. Mason - -	1800	300	- - - - - -	300 – –	- -	300 – –	
First Clerk: A. Patterson - -	1806	230	Under 5 years - - £.100 5 to 10 – - - 130 10 to 15 – - - 180 Above 15 – - - 230	230 – –	- -	230 – –	
Second Clerk: John Ross - -	1811	180	Under 5 years - - 100 5 to 10 – - - 120 10 to 15 – - - 150 Above 15 – - - 180	180 – –	- -	180 – –	
Third Clerk: W. Houy - -	1829	90	Under 5 years - - £. 70 5 to 10 – - - 90 Above 10 – - - 120	90 – –	- -	90 – –	
Fourth Clerk: J. Stewart - -	1832	70		70 – –	- -	70 – –	
			Number of Persons - - 5.				
			Payment from the Revenue				£.870 – –
			Maximum of Scales - £.950.				
Solicitor: J. Bowie - -	1820	100	- - - - - -	100 – –	200 17 –	300 17 –	- - Profits from law proceedings.
Dead Letter Office:							
Inspector: R. Young - -	1799	250	109*l.*, compensation for loss of newspaper privilege.	359 – –	15 5 3	374 5 3	- - Agency for Money Order Office.
First Clerk: R. Moir - -	1822	150	Under 5 years - - £.100 5 to 10 – - - 120 10 to 15 – - - 150 Above 15 – - - 180	150 – –	- -	150 – –	
Second Clerk: B. G. Reale - -	1833	70	Under 5 – - - 70 5 to 10 – - - 90 10 to 15 – - - 110 Above 50 – - - 130	70 – –	- -	70 – –	
			Number of Persons - - 3.				
			Payment from the Revenue				£.579 – –
			Amount of Compensation temporary				109 – –
			Fixed Charge on the Revenue			£.	470 – –
			Maximum of Scales - £.560.				

NAMES.	Date of Appointment.	Salary.	Allowances from the Revenue.	Total from Revenue.			Other Emoluments.			Total Income.			——
Inland Office:		£.		£.	s.	d.	£.	s.	d.	£.	s.	d.	
2 Principal Clerks:													
J. Moule - -	1812	300	50 l. as president - - - 109 l. compensation for loss of newspaper privilege.	459	–	–	15	5	3	474	5	3	- - Agency for Money Order Office.
F. Gibson - - -	1796	300	30 l. as vice-president - -	330	–	–	-	-		330	–	–	
Clerks:													
5 First Class:													
G. Lawrence - -	1809	230	- - - - - - -	230	–	–	-	-		230	–	–	
R. Anderson - -	1810	230	Under 15 years - - £.160	230	–	–	-	-		230	–	–	
A. M'Queen - -	1815	160	15 to 20 – - - 190	160	–	–	71	–	–	231	–	–	- - Window clerk; fees from merchants who call for their letters.
G. G. Bruce - -	1819	160	Above 20 – - - 230	160	–	–	-	-		160	–	–	
J. Welsh - -	1819	160	- - - - - - -	160	–	–	-	-		160	–	–	
7 Second Class:													The Window clerks, who are selected on the ground of qualification, in consideration of the amount of fees, are paid on the lowest scale of salary of their respective classes.
A. Douglas - -	1822	140	- - - - - - -	140	–	–	-	-		140	–	–	
A. Somerville -	1822	140	20 l. as vice-president - -	160	–	–	-	-		160	–	–	
J. Weir - - -	1822	140	Under 10 years - - £.120	140	–	–	-	-		140	–	–	
R. Greig - -	1822	140	10 to 15 – - - 140	140	–	–	-	-		140	–	–	
G. Thomson - -	1824	140	15 to 20 – - - 180	140	–	–	-	-		140	–	–	
D. Grant - -	1825	120	Above 20 – - - 200	120	–	–	71	–	–	191	–	–	- - Window clerk; fees from merchants who call for their letters.
A. Horn - -	1825	140	- - - - - - -	140	–	–	-	-		140	–	–	
7 Third Class:													
J. Kirk - - -	1825	100	- - - - - - -	100	–	–	-	-		100	–	–	
J. Shearer - -	1827	80	- - - - - - -	80	–	–	-	-		80	–	–	
J. Cameron - -	1830	70	Under 5 years - - £.70	70	–	–	-	-		70	–	–	
T. Young - -	1830	70	5 to 10 – - - 80	70	–	–	-	-		70	–	–	
W. Kerr - -	1830	70	10 to 15 – - - 100 Above 15 – - - 130	70	–	–	-	-		70	–	–	
H. Nicol - -	1831	70	- - - - - - -	70	–	–	-	-		70	–	–	
A. Moore - -	1833	70	- - - - - - -	70	–	–	-	-		70	–	–	
2 Juniors:													
W. Forrester - -	1834	60	- - - - - - -	60	–	–	-	-		60	–	–	
A. Stewart - -	1835	60	- - - - - - -	60	–	–	-	-		60	–	–	
			Number of Persons - - 23.										
			Payment from the Revenue -	-	-	-	-	-	-	-	-	-	£.3,359 – –
			Amount of Compensation, temporary	-	-	-	-	-	-	-	-	-	109 – –
			Fixed Charge on the Revenue	-	-	-	-	-	-	-	-	£.	3,250 – –
			Maximum of Scales - £.4,280.										
Inspector of Letter-carriers:													
J. Findlay - -	1822	120	Under 10 years - - £.100 10 to 15 – - - 120 Above 15 – - - 150	120	–	–	-	-		120	–	–	
			Maximum of Scale - £.150.										
Housekeeper - -	1817	100	- - - - - - -	100	–	–	-	-		100	–	–	Including assistance.
Letter-carriers, Stampers and Messengers:		£. s. d.											
7 Letter-carriers, at	-	– 19 6	per week each - -	354	18	–	-	-		-	-		- - The Letter-carriers are in the receipt of emoluments arising from gratuities from the public for giving credit, &c.; but the amount is unknown.
7 - ditto - - at	-	– 18 6	per week each - -	336	14	–							
11 - ditto - - at	-	– 17 6	per week each - -	500	10	–							
18 - ditto, supernumerary - at	-	– 17 6	per week each - -	819	–	–							
2 Leith Messengers	-	– 17 6	per week each - -	91	–	–							
2 Bag and Newspaper Sorters.	-	1 1 –	per week each - -	109	4	–							
2 Messengers -	-	1 1 –	per week each - -	109	4	–							
2 Watchmen and Porters.	-	– 17 6	per week each - -	91	–	–							
3 Letter Stampers -	-	1 1 –	per week each - -	163	16	–	-	-		-	-		- - And fees on late letters, amounting in the aggregate to about 54 l. per annum.
1 Twopenny Post Letter-carrier.	-	30 – –	per annum - - -	30	–	–							
			Number of Persons - 55.										
			Payment from the Revenue	-	-	-	-	-	-	-	-	-	£. 2,605 6 –

RECAPITULATION.

Numbers.	OFFICES.	Total Payments from the Revenue. £.	s.	d.	Maximum of Scales. £.	s.	d.
4	Secretary's Office - - - - -	1,320	–	–	1,450	–	–
2	Cashier's Office - - - - - -	500	–	–	600	–	–
2	Surveyors - - - - - - -	600	–	–	600	–	–
5	Accountant's Office - - - - -	870	–	–	950	–	–
1	Solicitor - - - - - - - -	100	–	–	100	–	–
3	Dead Letter Office - - - - -	579	–	–	560	–	–
23	Inland Office - - - - - -	3,359	–	–	4,260	–	–
1	Inspector of Letter-carriers - - - -	120	–	–	150	–	–
1	Housekeeper - - - - - -	100	–	–	100	–	–
55	Letter-carriers, Stampers and Messengers -	2,605	6	–	2,605	6	–
97	- - - - - - - - -	10,153	6	–	11,375	6	–
	Deduct Compensations, being temporary - - -	418	–	–			
	Fixed Payment from the Revenue - - - £.	9,735	6	–			

General Post-Office,
27 July 1835.

Francis Freeling,
Secretary.

— (2.) —

A RETURN of the authorized ESTABLISHMENT of the GENERAL POST-OFFICE in the United Kingdom, in Classes, compared with the Actual Charge, on 5th April 1835.

LONDON.

Number of Persons.	ESTABLISHMENT, 1832.	£.	s.	d.	Number of Persons.	ACTUAL CHARGE, 1835.	£.	s.	d.
1	Postmaster-general - - - -	2,500	–	–	1	- - - - - - -	2,500	–	–
1	Secretary: Salary - - - £.500 – – For special services - 700 – – Compensation for loss of emoluments converted into revenue 2,965 6 4 To be regulated on a vacancy.	4,165	6	4	1	- - - - - - -	4,165	6	4
1	Assistant Secretary - - - -	800	–	–	1	- - - - - - -	800	–	–
	Secretary's Office:								
1	Chief Clerk - - - - - -	500	–	–	1	- - - - - - -	500	–	–
6	Senior Clerks - - - - - -	2,100	–	–	6	- - - - - - -	2,020	–	–
7	Juniors - - - - - - -	900	–	–	8	Juniors - - - - - -	990	–	–
	Extra Allowances:					Extra Allowances:			
	Storekeeper - - - - - -	50	–	–	- -	- - - - - - - -	50	–	–
						Private Secretary to the Postmaster-general - - - - - Authorized by the Treasury.	100	–	–
	N. B.—750 *l.* a year is paid into the revenue from the Fee Fund of the Secretary's Office towards the charges of this establishment.								
16	Total - - - £.	8,515	6	4	17	Total - - - £.	8,625	6	4

Number of Persons.	ESTABLISHMENT, 1832.	£.	s.	d.	Number of Persons.	ACTUAL CHARGE, 1835.	£.	s.	d.
	Mail Coach Office:								
1	Surveyor and Superintendent - -	750	–	–	1	- - - - - - - -	450	–	–
	And 26 *s.* per diem when travelling, and chaise-hire.								
1	First Clerk - - - - - -	250	–	–	1	- - - - - - - -	250	–	–
1	Second ditto - - - - - -	110	–	–	1	- - - - - - - -	110	–	–
2	Juniors - - - - - - -	160	–	–	2	- - - - - - - -	180	–	–
2	Inspectors - - - - - -	200	–	–	2	- - - - - - - -	200	–	–
	And 15 *s.* per diem when travelling.								
5	Assistant Inspectors at 10 *s.* per week each - - - - - - -	136	10	–	5	- - - - - - - -	136	10	–
	And 15 *s.* per diem when travelling.								
12	Total - - - £.	1,606	10	–	12	Total - - - £.	1,326	10	–
	Prospective Diminution - - -	300	–	–		Carried into effect.			
1	Solicitor - - - - - £.	300	–	–	1	- - - - - - - £.	300	–	–
7	Surveyors - - - - - -	2,200	–	–	6	Surveyors - - - - - -	1,730	–	–
	With allowances of 26 *s.* per diem, and 8 *d.* a mile when travelling.					With allowances of 26 *s.* per diem, and 8 *d.* per mile when travelling.			
	Allowance to two of the Surveyors for examining Penny Post accounts, each 30 *l.*, to cease as vacancies occur -	60	–	–	1	Assistant - - - - - -	200	–	–
						With 21 *s.* per diem, and 8 *d.* per mile when travelling.	60	–	–
7	Total - - - £.	2,260	–	–	7	Total - - - £.	1,990	–	–
	Prospective Diminution - - -	60	–	–		Prospective Diminution - - -	60	–	–
						The Treasury has approved an arrangement by which the Junior Surveyor is placed on a lower scale of salary and allowances.			
1	Accountant-general - - - -	600	–	–	1	- - - - - - - -	600	–	–
1	Deputy - - - - - - -	400	–	–	1	- - - - - - - -	400	–	–
1	Superintendent of bye-letter accounts	350	–	–	1	- - - - - - - -	350	–	–
	To be abolished on a vacancy.								
1	First Clerk - - - - - -	320	–	–	1	- - - - - - - -	320	–	–
2	Principal Clerks - - - - -	450	–	–	2	- - - - - - - -	500	–	–
2	Senior Clerks - - - - - -	340	–	–	2	- - - - - - - -	400	–	–
7	Junior Clerks - - - - - -	780	–	–	7	- - - - - - - -	760	–	–
15	Total - - - £.	3,240	–	–	15	Total - - - £.	3,330	–	–
	Prospective Diminution, subject to the appointment of a Junior Clerk at 90 *l.* - - - - - -	350	–	–		Prospective Diminution, subject to the appointment of a Junior Clerk at 90 *l.* - - - - - -	350	–	–
1	Receiver-general - - - -	800	–	–	1	- - - - - - - -	800	–	–
1	Chief Clerk - - - - - -	600	–	–	1	- - - - - - - -	600	–	–
1	First Senior - - - - - -	400	–	–	1	- - - - - - - -	400	–	–
1	Second ditto - - - - - -	280	–	–	1	- - - - - - - -	280	–	–
1	Third ditto - - - - - -	200	–	–	1	- - - - - - - -	200	–	–
1	First junior - - - - - -	160	–	–	1	- - - - - - - -	160	–	–
1	Second ditto - - - - - -	140	–	–	1	- - - - - - - -	140	–	–
1	Third ditto - - - - - -	100	–	–	1	- - - - - - - -	120	–	–
					1	Fourth Junior - - - - -	100	–	–
						And 30 *l.* compensation for loss by abolition of office of sub-collector in Twopenny Post - - - - -	30	–	–
8	Total - - - £.	2,680	–	–	9	Total - - - £.	2,830	–	–
						Prospective Diminution - - -	30	–	–
	Foreign Office:								
1	Superintending President - -	- - - -			1	- - - - - - - -	600	–	–
2	Senior Clerks - - - - - -	Paid from the proceeds of the newspaper privilege.			2	- - - - - - - -	200	–	–
2	Ditto - - - - - - -				2	- - - - - - - -	700	–	–
2	Clerks - - - - - - -				2	- - - - - - - -	400	–	–
3	Ditto - - - - - - -				3	- - - - - - - -	450	–	–
3	Ditto - - - - - - -				3	- - - - - - - -	900	–	–
3	Juniors - - - - - - -	- - - -			3	- - - - - - - -	240	–	–
						Extra Allowance:			
						2 Presidents selected from the Senior Class, each 70 *l.* - - -	140	–	–
16					16	Total - - - £.	3,630	–	–

By the Act of 4 & 5 Will. 4, c. 44, the expense of this department, which was wholly defrayed by the newspaper privilege, became a charge upon the revenue.

(*continued*)

Number of Persons.	ESTABLISHMENT, 1832.	£.	s.	d.	Number of Persons.	ACTUAL CHARGE, 1835.	£.	s.	d.
	Ship Letter Office:								
1	Inspector - - - - - -	400	–	–	1	- - - - - - - -	350	–	–
1	First Clerk - - - - - -	200	–	–	1	- - - - - - - -	250	–	–
2	Senior Clerks - - - - - -	340	–	–	2	- - - - - - - -	350	–	–
5	Juniors - - - - - - -	510	–	–	4	Juniors - - - - - - -	380	–	–
9	Total - - - £.	1,450	–	–	8	Total - - - £.	1,330	–	–
						The salary of the Inspector reduced and one Junior Clerk discontinued, at a saving of expense of 130*l.* per annum.			
	Dead Letter Office:								
1	Inspector - - - - - -	350	–	–	1	- - - - - - - -	350	–	–
						Compensation for loss of emoluments brought to account, not to be continued to his successor - - -	71	–	–
1	First Clerk - - - - - -	250	–	–	1	- - - - - - - -	250	–	–
4	Senior Clerks - - - - - -	770	–	–	4	- - - - - - - -	800	–	–
7	Juniors - - - - - - -	680	–	–	7	- - - - - - - -	680	–	–
5	Extra Clerks, at 16*s.* per week each -	208	–	–	5	- - - - - - - -	208	–	–
18	Total - - - £.	2,258	–	–	18	Total - - - £.	2,359	–	–
						Prospective Diminution - -	71	–	–
	Inland Office:								
8	Senior Clerks - - - - - -	2,400	–	–	8	- - - - - - - -	2,400	–	–
24	Assistants - - - - - -	6,000	–	–	24	- - - - - - - -	6,000	–	–
	The 18 seniors to have the privilege of circulating newspapers.					Compensations granted to 16 officers for loss of newspaper privilege abolished by the Act of 4 & 5 Will. 4, c. 44 - - - - - - -	3,503	–	–
27	Clerks - - - - - - -	3,520	–	–	27	- - - - - - - -	3,480	–	–
14	Juniors - - - - - - -	1,040	–	–	14	- - - - - - - -	980	–	–
4	Probationary Clerks - - - - -	260	–	–	5	Probationary Clerks - - -	325	–	–
2	Clerks of letter-carriers' accounts -	190	–	–	2	- - - - - - - -	190	–	–
	Extra Allowances:								
	Superintending President - -	250	–	–	- -	- - - - - - - -	250	–	–
	2 Presidents - - - - - -	160	–	–	- -	- - - - - - - -	160	–	–
	3 Vice-presidents - - - - - (One to be discontinued on a vacancy.)	120	–	–	- -	- - - - - - - -	120	–	–
	2 Inspectors of Franks - - -	70	–	–	- -	- - - - - - - -	70	–	–
	Instructor of Junior Officers - -	20	–	–	- -	- - - - - - - -	20	–	–
	3 Clerks to Superintending President -	185	–	–	- -	- - - - - - - -	185	–	–
	2 Clerks of Bankers' Parcels - -	50	–	–	- -	- - - - - - - -	50	–	–
	1 Clerk for Stamp-office Parcels -	25	–	–	- -	- - - - - - - -	25	–	–
	Delivery of letters at House of Commons (contingent) - - - -	—			- -	- - - - - - - -	59	6	8
79	Total - - - £.	14,290	–	–	80	Total - - - £.	17,817	6	8
						Prospective Diminution - - -	3,543	–	–
						Subject to a revision of the salaries at the head of the office as the compensations fall in.			
	Messengers:								
2	Principal Messengers - - -	240	–	–	2	- - - - - - - -	240	–	–
	With 30*l.* per annum to each, not to be continued to their successors -	60	–	–	- -	- - - - - - - -	60	–	–
2	Senior Messengers - - - -	200	–	–	2	- - - - - - - -	200	–	–
1	Board-room Messenger - - -	110	–	–	1	- - - - - - - -	110	–	–
24	Messengers - - - - - -	1,800	–	–	24	- - - - - - - -	1,800	–	–
1	Porter - - - - - - -	54	12	–	1	- - - - - - - -	54	12	–
30	Total - - - £.	2,464	12	–	30	Total - - - £.	2,464	12	–
	Prospective Diminution - - -	60	–	–		Prospective Diminution - - -	60	–	–
1	Inspector of Letter-carriers - -	170	–	–	1	- - - - - - - -	170	–	–
						Compensation for loss of fees on late newspapers, brought to account -	320	–	–
1	First Assistant - - - - -	150	–	–	1	- - - - - - - -	150	–	–
	With fees upon newspapers brought to the office after the receiving-box is closed.					Compensation for loss of fees on late newspapers, brought to account -	320	–	–
1	Second Assistant - - - - -	170	–	–	1	- - - - - - - -	170	–	–
1	Third ditto - - - - - -	120	–	–	1	- - - - - - - -	120	–	–
4	Total - - - £.	610	–	–	4	Total - - - £.	1,250	–	–

The compensations not to be continued to their successors but as vacancies occur, the Inspector and First Assistant will be paid by fixed salaries of 350*l.* and 250*l.* respectively.

The produce of fees brought to account will nearly cover the expense of this office.

Number of Persons.	ESTABLISHMENT, 1832.	£.	s.	d.	Number of Persons.	ACTUAL CHARGE, 1835.	£.	s.	d.
	General Post Letter-carriers:								
100	At 14 s. per week - - - -	—			100	- - - - - - - -	—		
	40 of the above as sub-sorters, additional 21 s. per week.								
60	At 23 s. per week - - - - -	—			60	- - - - - - - -	—		
60	At 21 s. per week - - - - -	—			60	- - - - - - - -	—		
1	River Letter-carrier, at 40 s. per week	—			1	- - - - - - - -	12,792	–	–
					60	Additional Letter-carriers, at 20 s. per week - - - - - -	3,120	–	–
221	Total - - £.	12,792	–	–	281	Total - - - £.	15,912	–	–
						Sixty additional Letter-carriers appointed in January 1834, under the authority of Treasury, for the acceleration of the delivery in the metropolis.			
	Mail Guards:								
235	At 10 s. 6 d. per week - - - -	—			278	At 10 s. 6 d. per week - - -	7,589	8	–
6	Supernumeraries, 12 s. per week -	—			6	At 12 s. - ditto - - - -	187	4	–
					6	For Curricle and Railway Mails, at 21 s. per week - - - -	327	12	–
241	Total - - - £.	6,602	14	–	290	Total - - - £.	8,104	4	–
					8	Sea Mail Guards, at 6 l. per lunar month - - - - - - -	624	–	–
						In charge of foreign mails sent by private vessels to Hamburgh and Holland.			
1	Bagman, at 30 s. per week, and quarterly allowance of 18 l. for repairing	150	–	–	1	- - - - - - - -	150	–	–
1	Assistant Bagman, 20 s. per week -	52	–	–	1	- - - - - - - -	52	–	–
1	Watchman, at 31 s. 6 d. per week -	81	18	–	1	- - - - - - - -	81	18	–
1	Ditto - at 21 s. - ditto - -	54	12	–	1	- - - - - - - -	54	12	–
4	Total - - - £.	338	10	–	4	Total - - - £.	338	10	–
1	Housekeeper - - - - - -	120	–	–	1	- - - - - - - -	120	–	–
10	Female Servants, at 42 l. each per annum wages and board wages, 420 l.	451	–	–	10	- - - - - - - -	451	–	–
1	Servant at Branch Office, Lombard-street, 31 l. - - - - -				1				
6	Labourers, at 21 s. per week each -	327	12	–	7	- - - - - - - -	282	4	–
18	Total - - - £.	898	12	–	19	Total - - - £.	953	4	–
	Twopenny Post Office Establishment, 1834:								
3	Principal Clerks - - - - -	900	–	–	3	- - - - - - - -	900	–	–
6	Clerks, first class - - - -	1,500	–	–	6	- - - - - - - -	1,500	–	–
12	Clerks, second class - - - -	1,620	–	–	12	- - - - - - - -	1,640	–	–
7	Clerks, third class - - - -	590	–	–	7	- - - - - - - -	590	–	–
7	Sub-sorters - - - - - -	520	–	–	7	- - - - - - - -	520	–	–
9	Stampers - - - - - -	580	–	–	9	- - - - - - - -	580	–	–
	Extra Allowances:								
	Superintending President - - -	200	–	–	–	- - - - - - - -	200	–	–
	1 President - - - - - -	70	–	–	–	- - - - - - - -	70	–	–
	1 Ditto - - - - - - -	60	–	–	–	- - - - - - - -	60	–	–
44	Total - - - £.	6,040	–	–	44	Total - - - £.	6,060	–	–
3	Clerks to Superintending President -	450	–	–	4	- - - - - - - -	550	–	–
6	Inspectors of Letter-carriers - -	740	–	–	6	- - - - - - - -	740	–	–
424	Letter-carriers, at 20 s. per week each	22,048	–	–	424	- - - - - - - -	22,048	–	–
	93 of the above as Charge Takers, at 3 s. per week each additional - -	725	8	–	–	- - - - - - - -	725	8	–
40	Supernumeraries, at 10 s. per week -	1,040	–	–	40	- - - - - - - -	1,040	–	–
464	Total - - - £.	23,813	8	–	464	Total - - - £.	23,183	8	–

RECAPITULATION.

General Post-Office.

Number of Persons.	ESTABLISHMENT, 1832.	£.	s.	d.	Number of Persons.	ACTUAL CHARGE, 1835.	£.	s.	d.
1	Postmaster-general - - - -	2,500	–	–	1	- - - - - - -	2,500	–	–
16	Secretary's Office - - - -	8,515	6	4	17	- - - - - - -	8,625	6	4
12	Mail Coach Office - - - -	1,606	10	–	12	- - - - - - -	1,326	10	–
1	Solicitor - - - - - -	300	–	–	1	- - - - - - -	300	–	–
7	Surveyors - - - - -	2,260	–	–	7	- - - - - - -	1,990	–	–
15	Accountant-general's Office - -	3,240	–	–	15	- - - - - - -	3,330	–	–
8	Receiver-general's Office - - -	2,680	–	–	9	- - - - - - -	2,830	–	–
16	Foreign Office - - - - -	-	-	-	16	- - - - - - -	3,630	–	–
9	Ship-letter Office - - - -	1,450	–	–	8	- - - - - - -	1,330	–	–
18	Dead-letter Office - - - -	2,258	–	–	18	- - - - - - -	2,359	–	–
79	Inland Office - - - - -	14,290	–	–	80	Including compensations - - -	17,817	6	8
30	Messengers - - - - -	2,464	12	–	30	- - - - - - -	2,464	12	–
4	Inspectors of Letter-carriers - -	610	–	–	4	Including compensations - - -	1,250	–	–
221	General Post Letter-carriers - -	12,792	–	–	281	- - - - - - -	15,912	–	–
241	Mail Guards - - - - -	6,602	14	–	290	- - - - - - -	8,104	4	–
–	Sea Mail Guards - - - -	-	-	-	8	- - - - - - -	624	–	–
4	Bagmen and Watchmen - - -	338	10	–	4	- - - - - - -	338	10	–
18	Housekeeper, Servants, &c. - -	898	12	–	19	- - - - - - -	953	4	–
700	Total - - - £.	62,806	4	4	820	Total - - - £.	75,684	13	–

Twopenny Post-Office.

Number of Persons.	ESTABLISHMENT, 1834.	£.	s.	d.	Number of Persons.	ACTUAL CHARGE, 1835.	£.	s.	d.
44	Clerks, &c. in Sorting Office - -	6,040	–	–	44	- - - - - - -	6,060	–	–
3	Clerks to Superintending President -	450	–	–	4	- - - - - - -	550	–	–
6	Inspectors of Letter-carriers - -	740	–	–	6	- - - - - - -	740	–	–
464	Letter-carriers - - - -	23,813	8	–	464	- - - - - - -	23,813	8	–
517	Total - - - £.	31,043	8	–	518	Total - - - £.	31,163	8	–

Except in those cases which are specially noticed, the alteration in the charge is occasioned by the operation of the scales for increase of salary according to years of service.

General Post-Office,
27 July 1835.

Francis Freeling,
Secretary.

DUBLIN.

Number of Persons.	PROVISIONAL ESTABLISHMENT, 1831.	£.	s.	d.	Number of Persons.	ACTUAL CHARGE, 1835.	£.	s.	d.
1	Secretary - - - - - -	800	–	–	1	- - - - - - -	800	–	–
1	First Clerk - - - - - -	400	–	–	1	- - - - - - -	400	–	–
1	Second Clerk - - - - - -	300	–	–	1	- - - - - - -	150	–	–
1	Third Clerk - - - - - -	120	–	–	1	- - - - - - -	100	–	–
1	Junior Clerk - - - - - -	90	–	–	2	- - - - - - -	140	–	–
					1	Extra Clerk and Assistant Surveyor -	70	–	–
						On the abolition of one Surveyor, a Junior Clerk was appointed to this office, to be employed as an Assistant Surveyor, in cases of emergency, at a salary of 70*l.* per annum, and an allowance at the rate of 20*s.* per diem, and 8*d.* per mile when travelling.			
5	Total - - - £.	1,710	–	–	7	Total - - - £.	1,660	–	–
1	Receiver-general - - - -	500	–	–	1	- - - - - - -	500	–	–
1	Clerk - - - - - - -	100	–	–	2	- - - - - - -	220	–	–
2	Total - - - £.	600	–	–	3	Total - - - £.	720	–	–

Number of Persons.	PROVISIONAL ESTABLISHMENT, 1831.	£.	s.	d.	Number of Persons.	ACTUAL CHARGE, 1835.	£.	s.	d.
1	Accountant-general - - -	400	–	–	1	- - - - - - -	400	–	–
1	First Clerk - - - - -	200	–	–	1	- - - - - - -	200	–	–
2	Senior Clerks - - - - -	300	–	–	2	- - - - - - -	360	–	–
3	Junior Clerks - - - - -	270	–	–	3	- - - - - - -	210	–	–
7	Total - - - £.	1,170	–	–	7	Total - - - £.	1,170	–	–
1	Inspector of Dead Letters - -	300	–	–	1	Inspector of Dead Letters - -	300	–	–
1	First Clerk - - - - -	170	–	–	1	First Clerk - - - - -	200	–	–
2	Juniors - - - - - -	200	–	–	2	Senior Clerks - - - - -	240	–	–
					4	Juniors - - - - - - It became necessary to add so largely to the strength of this office, for the purpose of effecting the return of dead letters to the writers.	300	–	–
4	Total - - - £.	670	–	–	8	Total - - - £.	1,040	–	–
4	Riding Surveyors, each 92 *l.* 6 *s.* 6 *d.*, with 24 *s.* per diem while travelling, and 11 *d.* per mile - - - -	369	5	4	3	- - - - - - - Junior Clerk added to the Secretary's office on the reduction in the number of surveyors.	276	19	–
2	Inspectors of Mail Coaches: 1 at - - - - - £.100 1 at - - - - - 80 With 10 *s.* a day when travelling.	180	–	–	2	- - - - - - - With 10 *s.* a day when travelling.	180	–	–
1	Solicitor, with bill of costs - -	92	6	4	1	- - - - - - -	92	6	4
	Inland Office:								
3	Senior Clerks, each 300 *l.* - - -	900	–	–	3	Senior Clerks, each 300 *l.* - -	900	–	–
7	First Class: Clerks - - - - - - -	1,610	–	–	5	First Class: Clerks - - - - - - -	1,080	–	–
8	Second Class: Clerks - - - - - - -	1,600	–	–	7	Second Class: Clerks - - - - - - -	1.360	–	–
11	Third Class: Clerks - - - - - - -	1,430	–	–	8	Third Class: Clerks - - - - - - -	980	–	–
11	Fourth Class: Clerks - - - - - - -	1,100	–	–	9	Fourth Class: Clerks - - - - - - -	650	–	–
	The President and three Vice-presidents to be selected from the body of the office, with separate allowances.					Compensation to 6 Senior Clerks, for abolition of newspaper privilege, by the Act 4 & 5 Will. 4, c. 44 - -	969	–	–
	President - - - - - £.80 4 Vice-presidents, each - - 50 Third ditto - - - - - 30 The third Vice-president to be attached to the Penny Post.	210	–	–		Extra allowances to President and Vice-presidents - - - -	210	–	–
40	Total - - - £.	6,850	–	–	32	Total - - - £.	6,149	–	–
						Prospective Diminution - - -	969	–	–
8	Messengers and Stampers, at 21 *s.* per week each - - - - -	436	16	–	8	Messengers and Stampers: 1 - - at - - - - - - £.100 – – 2 - - at 75 *l.* each - - 150 – – 2 - - at 65 *l.* — - - 130 – – 3 - - at 54 *l.* 12 *s.* each 163 16 –	543	16	–
8	Total - - - £.	436	16	–	8	Total - - - £.	543	16	–
1	Inspector of Letter-carriers - -	100	–	–	1	- - - - - - -	150	–	–
1	Assistant - - - - - -	100	–	–	1	- - - - - - -	100	–	–
2	Total - - - £.	200	–	–	2	Total - - - £.	250	–	–
45	Letter-carriers - - - - - say	1,750	–	–					
57	- Ditto - for the Penny Post - It is not possible to state what number of Letter-carriers may be required, but there can be little doubt that the number may be considerably reduced; probably to the extent of one-fourth. (There were at that time 60 General Post Letter-carriers.)	2,168	16	8	89	Letter-carriers: 24 - - at 19 *s.* 6 *d.* each per week - 25 - - at 18 *s.* 6 *d.* — - - 25 - - at 17 *s.* 6 *d.* — - - 15 Supernumeraries, 17 *s.* — - -	4,219	16	–
102	Total - - - £.	3,918	16	8	89	Total - - - £.	4,219	16	–

(continued)

Number of Persons.	PROVISIONAL ESTABLISHMENT, 1831.	£.	s.	d.	Number of Persons.	ACTUAL CHARGE, 1835.	£.	s.	d.
85	Mail Guards	2,958	16	–	80 2	Mail Guards, at 13 *s.* per week each, 2,704 *l.* Extra, at 10 *s.* 6 *d.*; 54 *l.* 12 *s.*	2,758	12	–
85	Total - - - £.	2,958	16	–	82	Total - - - £.	2,758	12	–
1	Housekeeper	92	6	4	1	Houskeeper	92	6	4
8	Servants	221	12	–	6	Servants at 27 *l.* 14 *s.* 8 *d.* each	166	8	–
3	Door-porters	144	–	–	1	Labourer in trust	80	–	–
4	Fire and Lamplighters	115	8	8	2	Firelighters, 31 *l.* 4 *s.* each	62	8	–
					1	Lamplighter	39	13	–
					3	Door-porters	144	–	–
16	Total - - - £	573	7	–	14	Total - - - £.	584	15	4

RECAPITULATION.

Number of Persons.	PROVISIONAL ESTABLISHMENT, 1831.	£.	s.	d.	Number of Persons.	ACTUAL CHARGE, 1835.	£.	s.	d.
5	Secretary's Office	1,710	–	–	7	- - - - - - - -	1,660	–	–
2	Receiver-general's Office	600	–	–	3	- - - - - - - -	720	–	–
7	Accountant-general's Office	1,170	–	–	7	- - - - - - - -	1,170	–	–
4	Dead-letter Office	670	–	–	8	- - - - - - - -	1,040	–	–
4	Surveyors	369	5	4	3	- - - - - - - -	276	19	–
2	Inspectors of Mail Coaches	180	–	–	2	- - - - - - - -	180	–	–
1	Solicitor	92	6	4	1	- - - - - - - -	92	6	4
40	Inland Office	6,850	–	–	32	Including compensations	6,149	–	–
8	Messengers and Stampers	436	16	–	1	- - - - - - - -	543	16	–
2	Inspectors of Letter-carriers	200	–	–	2	- - - - - - - -	250	–	–
102	Letter-carriers	3,918	16	8	89	- - - - - - - -	4,219	16	–
85	Mail Guards	2,958	16	–	82	- - - - - - - -	2,758	12	–
16	Housekeeper, Servants, &c.	573	7	–	14	- - - - - - - -	584	15	4
278	Total - - - £.	19,729	7	4	258	Total - - - £.	19,645	4	8

Except in those cases which are specially noticed, the alteration in the charge is occasioned by the operation of the scales for increase of salary according to years of service.

General Post-Office,
27 July, 1835.

Francis Freeling,
Secretary.

EDINBURGH.

Number of Persons.	ESTABLISHMENT, 1831.	£.	s.	d.	Number of Persons.	ACTUAL CHARGE, 1835.	£.	s.	d.
1	Secretary	600	–	–	1	Secretary - - - - £. 600 Contingent Allowance - - 200	800	–	–
1	First Clerk	300	–	–	1	- - - - - - - -	300	–	–
2	Clerks	190	–	–	2	- - - - - - - -	220	–	–
4	Total - - - £.	1,090	–	–	4	Total - - - £.	1,320	–	–
1	Cashier	400	–	–	1	Cashier	400	–	–
1	Clerk	100	–	–	1	Clerk	100	–	–
2	Total - - - £.	500	–	–	2	Total - - - £.	500	–	–
1	Accountant	300	–	–	1	- - - - - - - -	300	–	–
1	First Clerk	230	–	–	1	- - - - - - - -	230	–	–
1	Second Clerk	180	–	–	1	- - - - - - - -	180	–	–
2	Junior Clerks	140	–	–	2	- - - - - - - -	160	–	–
5	Total - - - £.	850	–	–	5	Total - - - £.	870	–	–

Number of Persons.	ESTABLISHMENT, 1831.	£. *s.* *d.*	Number of Persons.	ACTUAL CHARGE, 1835.	£. *s.* *d.*
2	Surveyors - - - - - - With allowances of 26*s.* per diem when travelling, and 8*d.* per mile coach-hire.	540 – –	2	- - - - - - - -	600 – –
2	Total - - - £.	540 – –	2	Total - - - £.	600 – –
				Surveyors hereafter to be appointed will be paid 21*s.* per diem only, and mileage.	
1	Solicitor, with bill of costs - -	100 – –	1	- - - - - - -	100 –
	Dead Letter Office:				
1	Inspector - - - - - -	250 – –	1	- - - - - - - -	250 – –
				Compensation for loss of newspaper privilege - - - - -	109 – –
2	Clerks - - - - - - -	190 – –	2	- - - - - - -	220 – –
3	Total - - - £.	440 – –	3	Total - - - £.	579 – –
				Prospective Diminution - - -	109 – –
	Inland Office:				
2	Principal Clerks - - - - -	600 – –	2	Principal Clerks - - - - -	600 – –
				Compensation to the first for loss of newspaper privilege - - -	109 – –
	First Class:			First Class:	
5	Clerks - - - - - - -	940 – –	5	Clerks - - - - - - -	940 – –
	Second Class:			Second Class:	
7	Clerks - - - - - - -	840 – –	7	Clerks - - - - - - -	960 – –
	Third Class:			Third Class:	
7	Clerks - - - - - - -	550 – –	7	Clerks - - - - - - -	530 – –
2	Juniors - - - - - - -	120 – –	2	Juniors - - - - - - -	120 – –
	Extra Allowances:			Extra Allowances:	
	President - - - - - -	50 – –		To President and Vice-presidents -	100 – –
	First Vice-president - - -	30 – –			
	Second Ditto - - - -	20 – –			
23	Total - - - £.	3,150 – –	23	Total - - - £.	3,359 – –
				Prospective Diminution - - -	109 – –
1	Inspector of Letter-carriers - -	100 – –	1	- - - - - - - -	120 – –
	Letter-carriers:				
7	At - - - - - - 19*s.* 6*d.* p' week -	354 18 –	7	- - - - - - - -	354 18 –
7	At - - - - - - 18*s.* 6*d.* — -	336 14 –	7	- - - - - - - -	336 14 –
11	At - - - - - - 17*s.* 6*d.* — -	500 10 –	11	- - - - - - - -	500 10 –
14	Supernumerary - 17*s.* 6*d.* — -	637 – –	18	- - - - - - - -	819 – –
39	Total - - - £.	1,829 2 –	43	Total - - - £.	2,011 2 –
2	Leith Messengers - 17*s.* 6*d.* p' week	91 – –	2	- - - - - - - -	91 – –
2	Bag and Newspaper Sorters - - } 21*s.* - — -	109 4 –	2	- - - - - - - -	109 4 –
2	Messengers - - 21*s.* - — -	109 4 –	2	- - - - - - - -	109 4 –
3	Stampers - - 21*s.* - — -	163 16 –	3	- - - - - - - -	163 16 –
			1	Twopenny Post Letter-carrier - -	30 – –
9	Total - - - £.	473 4 –	10	Total - - - £.	503 4 –
1	Housekeeper, including assistance -	100 – –	1	- - - - - - - -	100 – –
2	Watchmen - 17*s.* 6*d.* each p' week	91 – –	2	- - - - - - - -	91 – –
3	Total - - - £.	191 – –	3	Total - - - £.	191 – –

RECAPITULATION.

Number of Persons.	ESTABLISHMENT, 1831.	£.	s.	d.	Number of Persons.	ACTUAL CHARGE, 1835.	£.	s.	d.
4	Secretary's Office - - - - -	1,090	–	–	4	- - - - - - - -	1,320	–	–
2	Cashier's Office - - - - -	500	–	–	2	- - - - - - - -	500	–	–
5	Accountant's Office - - - - -	850	–	–	5	- - - - - - - -	870	–	–
2	Surveyors - - - - - -	540	–	–	2	- - - - - - - -	600	–	–
1	Solicitor - - - - - - -	100	–	–	1	- - - - - - - -	100	–	–
3	Dead-letter Office - - - - -	440	–	–	3	Including compensations - - -	579	–	–
23	Inland Office - - - - -	3,150	–	–	23	- ditto - - - - - -	3,359	–	–
1	Inspector of Letter-carriers - -	100	–	–	1	- - - - - - - -	120	–	–
39	Letter-carriers - - -	1,829	2	–	43	- - - - - - - -	2,011	2	–
9	Messengers, Stampers, &c. - -	473	4	–	10	- - - - - - - -	503	4	–
3	Housekeeper and Watchmen - -	191	–	–	3	- - - - - - - -	191	–	–
92	Total - - - £.	9,263	6	–	97	Total - - - £.	10,153	6	–

Except in those cases which are specially noticed, the alteration in the charge is occasioned by the operation of the scales for increase of salary according to years of service.

General Post-Office,
27 July 1835.

Francis Freeling,
Secretary.

POST-OFFICE.

ESTABLISHMENT of the GENERAL POST-OFFICE on 5 April 1835, and of the authorized Establishment of the General Post-Office, in Classes, compared with the Actual Charge.

(Mr. Labouchere.)

Ordered, by The House of Commons, *to be Printed,*
29 *July* 1835.

442.

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons,
dated 31 March 1835;—*for*,

— 1. —

A RETURN, in detail, of the whole Amount of Poundage charged by Postmasters in *Great Britain* and *Ireland* upon Post Office Money Orders, stating the Purpose or Purposes the said Poundage is applied to, and the Amount paid in *London, Dublin* and *Edinburgh*; also, the Sum Totals paid in *England, Ireland* and *Scotland* in each of the last Three Years, ending 1st January 1835, and distinguishing the same.

THE Money Order Office is a private establishment, and the business carried on by private capital, under the sanction of the Postmaster General; but as no accounts connected in any degree with it are kept at the Post Office, no Return can be made by the Postmaster General to the above Order of the House of Commons.

General Post Office,
3 June 1835.

F. Freeling, Secretary.

— 2. —

A RETURN, in detail, of the Amount paid to the Contractor or Contractors for furnishing Mail Coaches in the United Kingdom, distinguishing the Number in use in *England, Ireland* and *Scotland*, in so far as this can be done; also, in detail, the Duration, Nature and Amount of the Contracts, and the Name of the Contractors, and whether by open Tender or by limited Tender; stating the Limits, if any, and when the said Contract or Contracts were last entered into and expire, and the Rate or Rates of Contract, for the last Ten Years, ending 1st January 1835.

THE Expense of furnishing the Mail Coaches is paid, not from the Post Office Revenue, but by the Contractors for horsing them, at rates varying from 2¼*d.* to 3½*d.* per Double Mile. The Post Office has not the means of furnishing any account of the amount paid.

The average number of Mail Coaches in use in England and Scotland may have been about 250 per annum in each of the last Ten Years. In Ireland about 74.

The Contract for furnishing Mail Coaches in Great Britain is between the Postmaster General and John Vidler for Fourteen Years, from January 1822. The nature of the Contract is, that the Contractor shall build, in a complete and workmanlike manner, and to the satisfaction and approbation of the Postmaster General, and furnish, as occasion shall require, a sufficient number of Coaches upon the principle or construction now in use, or such other Coaches as the Postmaster General approve or direct to be made or built, and keep them in perfect and complete repair. The Contract was not made by open Tender, but with reference to the price at which Stage Coaches were supplied by other builders.

The Contract in Ireland is between the Postmaster General and Frederick Bourne and Peter Purcell, for Five Years, from 28th May 1833, and was made upon competition by Tender.

In addition to the Mileage above mentioned, the Contractor in Great Britain has been paid from the Revenue the following Sums during the last Ten Years, for cleaning, oiling and greasing the Mail Coaches and drawing them to and from the Factory for daily examination:—

	£.	s.	d.		£.	s.	d.
1825 - - -	2,419	10	4	1830 - - - -	2,311	12	2
1826 - - -	2,427	17	11	1831 - - - -	2,281	15	–
1827 - - -	2,452	–	6	1832 - - - -	2,208	15	8
1828 - - -	2,455	5	11	1833 - - - -	2,228	5	6
1829 - - -	2,344	18	8	1834 - - - -	2,246	15	–

General Post Office,
3 June 1835.

Francis Freeling, Secretary.

POST OFFICE.

— 1. —

RETURN relating to POUNDAGE charged by POSTMASTERS upon MONEY ORDERS.

— 2. —

RETURN of Payments to CONTRACTORS for furnishing MAIL COACHES, and the Number of COACHES in use.

(*Mr. Wallace.*)

Ordered, by The House of Commons, *to be Printed,*
18 *June* 1835.

294.

381

POST OFFICE.

RETURN to an Order of the Honourable The House of Commons,
dated 12 March 1835;—*for*,

A RETURN, showing the Appointments of DEPUTY POSTMASTERS and POSTMISTRESSES in *Great Britain* and *Ireland*, during the last Five Years, ending with the 1st of January 1835, with their NAMES, and those of the Towns they have been appointed to; also, their yearly SALARIES and any other Sources of Emolument, so as to show the yearly INCOME of each; also, the DATES of their APPOINTMENTS; distinguishing those who have been promoted from the GENERAL POST OFFICES of *London*, *Dublin* or *Edinburgh*; also, the NAMES of the POSTMASTERS-GENERAL who have appointed the said DEPUTY POSTMASTERS.

(*Mr. Wallace.*)

Ordered, by The House of Commons, *to be Printed*,
4 *June* 1835.

ENGLAND.

[From the Gross Total here given of each Postmaster's Official Income he has to defray various Expenses, such as Office Rent, Coals, Candles, Wax, Twine, Stationery, and in many instances to provide Clerks or assistance for the performance of his duty.]

TOWN.	NAME.	SALARY, per Annum.			EMOLUMENTS.			GROSS TOTAL.			DATE of APPOINTMENT.	By whom APPOINTED.
		£.	s.	d.	£.	s.	d.	£.	s.	d.		
Aberystwith	Josiah Evans	40	–	–	3	–	–	43	–	–	26 June 1833	Duke of Richmond.
Alnwick	Robert Anderson	62	–	–	5	15	3	67	15	3	26 Jan. 1832	
Altringham	William Knowles	30	–	–	8	9	6	38	9	6	23 April 1832	
Ampthill	John Shaw	24	–	–	10	8	–	34	8	–	30 Nov. 1831	
Andover	George Marcer	56	–	–	10	10	–	66	10	–	16 Feb. 1832	
Andoversford	George Lambert	10	–	–	nil			10	–	–	24 Mar. 1831	
Arundel	Charles Weller	56	–	–	14	–	–	70	–	–	29 Oct. 1834	Marq. of Conyngham.
Ashburton	Samuel P. Knowles	94	–	–	-		-	94	–	–	18 Dec. 1833	Duke of Richmond.
Ashby-de-la-Zouch	George A. Hartwell	40	–	–	22	11	3	62	11	3	5 June 1830	Duke of Manchester.
Bagshot	Sarah Smithers	70	–	–	–	2	6	70	2	6	22 Jan. 1833	Duke of Richmond.
Bakewell	William Greaves	34	–	–	14	2	–	48	2	–	28 Nov. 1831	
Barnard's Castle	Sarah Kipling	50	–	–	6	19	–	56	19	–	13 Dec. 1830	Duke of Manchester.
Barnstaple	Elizabeth D. Jones	94	–	–	7	5	–	101	5	–	6 Aug. 1832	Duke of Richmond.
Barnsley	William Gilbanks	62	–	–	30	–	–	92	–	–	10 Jan. 1833	
Battle	Thomas Ticehurst	50	–	–	5	–	–	55	–	–	28 Sept. 1831	
Bawtry	William Adams	44	–	–	22	15	3	66	15	3	5 Mar. 1833	
Beaumaris	Thomas Byrne	30	–	–	5	4	–	35	4	–	19 June 1833	
Beccles	John Crickmay	34	–	–	5	4	–	39	4	–	28 April 1834	
Beverley	Michael Ellis	50	–	–	35	19	6	85	19	6	2 Oct. 1833	
Bewdley	Christiana Baldwin	45	–	–	15	1	7	60	1	7	18 Jan. 1830	Duke of Manchester.
Bicester	John T. Walford	20	–	–	nil			20	–	–	2 Mar. 1830	
Billericay	William Curtis	30	–	–	5	–	–	35	–	–	14 April 1831	Duke of Richmond.
Blackburn	Samuel Moore	65	–	–	38	10	1	103	10	1	7 July 1834	Marq. of Conyngham.
Boston	Sarah Creasy	60	–	–	30	–	–	90	–	–	13 Feb. 1834	Duke of Richmond.
Bradford, Yorkshire	Thomas Inkersley	100	–	–	169	1	3	269	1	3	28 Jan. 1831	
Braintree	William Sack	62	–	–	nil			62	–	–	26 Aug. 1831	
Brampton	Joseph Coulthard	30	–	–	–	7	–	30	7	–	2 Aug. 1830	Duke of Manchester.
Bridgend	John G. Bird	27	–	–	nil			27	–	–	15 Nov. 1834	Marq. of Conyngham.
Bridlington	Ann Thompson	54	–	–	2	–	–	56	–	–	15 May 1830	Duke of Manchester.
Brigg	William Nicholson	42	–	–	29	10	–	71	10	–	21 Jan. 1830	
Burnley	William Chaffer	34	–	–	2	10	–	36	10	–	4 April 1831	Duke of Richmond.
Burton-on-Trent	John Lees	40	–	–	28	6	4	68	6	4	11 Feb. 1830	Duke of Manchester.
Buxton	Mary Anne Moore	38	–	–	2	–	–	40	–	–	8 July 1834	Marq. of Conyngham.
Cambridge	William Barsham	151	–	–	80	–	–	231	–	–	29 Oct. 1832	Duke of Richmond.
Campden	Sarah Boones	16	–	–	1	4	9	17	4	9	11 Jan. 1833	
Canterbury	John Callaway	140	–	–	108	13	9	263	13	9	13 May 1830	Duke of Manchester.
	Compensation for loss of Perquisites	15	–	–								
Cardigan	Thomas Noott	40	–	–	nil			40	–	–	11 July 1831	Duke of Richmond.
Carlisle	Fergus J. Graham	200	–	–	47	12	3	247	12	3	11 Nov. 1831	
Carnarvon	Griffith Davies	60	–	–	8	4	–	68	4	–	28 Aug. 1833	
Chard	John Toms	42	–	–	2	–	–	44	–	–	22 Oct. 1831	
Charmouth	William Watts	30	–	–	nil			30	–	–	10 Jan. 1832	
Chatteris	John Brown	30	–	–	3	–	–	33	–	–	26 Nov. 1831	
Cheadle	Samuel Keys	40	–	–	nil			40	–	–	13 Feb. 1834	
Chelmsford	Abjohn J. Stokes	106	–	–	15	10	–	121	10	–	10 Aug. 1833	
Cheltenham	George Wall	150	–	–	50	–	–	200	–	–	6 Nov. 1833	
Chester-le-Street	William Cuthbertson	40	–	–	13	–	–	53	–	–	8 Jan. 1833	
Chichester	John A. Fuller	146	–	–	20	–	–	166	–	–	30 May 1834	
Chipping Norton	James Prestidge	36	–	–	7	10	–	43	10	–	9 April 1834	
Chirk	Thomas Johnson	30	–	–	3	–	–	33	–	–	6 Dec. 1831	
Chudleigh	John Petherick	47	–	–	–	13	–	47	13	–	23 July 1832	
Cirencester	Thomas Squires	80	–	–	46	10	–	126	10	–	27 Jan. 1832	
Clare	George Hammond	24	–	–	–	15	–	24	15	–	13 Oct. 1832	
Cockermouth	Jonathan Wood	60	–	–	8	17	–	68	17	–	20 July 1830	Duke of Manchester.
Colnbrook	William H. Bailey	40	–	–	5	2	–	45	2	–	12 July 1830	
Coleford	William Nicholson	35	–	–	4	–	–	39	–	–	26 April 1834	Duke of Richmond.
Coleshill	Mary Dale	28	–	–	8	–	–	36	–	–	4 Mar. 1831	
Congleton	Thomas Steele	30	–	–	17	–	–	47	–	–	15 Mar. 1831	
Collumpton	Jenny Pannell	56	–	–	2	10	–	58	10	–	23 Dec. 1831	
Corwen	John O. Lewis	40	–	–	12	–	–	52	–	–	6 Aug. 1830	Duke of Manchester.
Cowbridge	Mary Llewellyn	40	–	–	4	8	6	44	8	6	26 June 1832	Duke of Richmond.
Cowes	Ann Roach	100	–	–	6	15	–	106	15	–	27 Dec. 1833	
Crediton	Francis Shute	67	–	–	8	–	–	75	–	–	25 April 1831	
Crickhowell	John Lewis	35	–	–	6	–	–	41	–	–	16 June 1830	Duke of Manchester.
Darking	Robert Best Ede	51	–	–	55	–	–	106	–	–	9 Dec. 1831	Duke of Richmond.
Doncaster	Jonathan B. Sheardown	140	–	–	56	–	–	196	–	–	14 Jan. 1834	

TOWN.	NAME.	SALARY, per Annum.			EMOLUMENTS.			GROSS TOTAL.			DATE of APPOINTMENT.	By whom APPOINTED.
ENGLAND—*continued.*		£.	*s.*	*d.*	£.	*s.*	*d*	£.	*s.*	*d.*		
Dover - -	William Norwood -	90	–	–	79	18	6	169	18	6	2 Feb. 1830	Duke of Manchester.
Driffield - -	Hannah Conyers -	34	–	–	5	–	–	39	–	–	4 July 1831	Duke of Richmond.
Dursley - -	John Owen - -	35	–	–	8	1	3	43	1	3	26 May 1831	
Dudley - -	George Dalton -	80	–	–	40	7	–	120	7	–	29 Nov. 1832	
Eastbourne -	George Cook - -	62	–	–	nil			62	–	–	10 Feb. 1831	
Eccleshall - -	George Barnet -	25	–	–	3	3	–	28	3	–	13 July 1830	Duke of Manchester.
Emsworth - -	James Cobby - -	50	–	–	nil			50	–	–	17 June 1834	Duke of Richmond.
Evesham - -	John Jarrett - -	52	–	–	2	2	–	54	2	–	7 Jan. 1833	
Exmouth - -	Elizabeth Wyer -	55	–	–	7	19	–	62	19	–	22 April 1833	
Farringdown -	Louisa Reynolds -	34	–	–	9	9	–	43	9	–	24 Sept. 1832	
Ferrybridge -	Thomas Arnall -	60	–	–	55	–	–	115	–	–	15 June 1832	
Foot's Cray -	John King - -	34	–	–	8	2	–	42	2	–	13 Feb. 1830	Duke of Manchester.
Gainsborough -	Adam Stark - -	70	–	–	25	–	–	95	–	–	6 Mar. 1834	Duke of Richmond.
Gateshead - -	Robert Yarrow -	56	–	–	36	7	9	92	7	9	31 Jan. 1832	
Gerrard's Cross -	Elizabeth Hunt -	20	–	–	nil			40	–	–	12 Jan. 1830	Duke of Manchester.
	Compensation for loss of Fees	20	–	–								
Goole - -	James Watkinson -	50	–	–	nil			50	–	–	8 Jan. 1830	Duke of Manchester.
Grimsby - -	William Skelton -	34	–	–	nil			34	–	–	21 Aug. 1833	Duke of Richmond.
Guisborough -	John Pulman - -	40	–	–	nil			40	–	–	1 Nov. 1832	
Great Malvern -	John Mason - -	50	–	–	nil			50	–	–	3 Dec. 1832	
Halstead - -	Lydia Anderson -	58	–	–	7	–	–	65	–	–	7 Oct. 1830	Duke of Manchester.
Hartford-bridge -	James M. Stone -	40	–	–	nil			40	–	–	6 Nov. 1832	Duke of Richmond.
Hastings - -	John Woods - -	62	–	–	81	11	7	143	11	7	26 July 1833	
Hemel Hempstead	George Coupland -	54	–	–	-		-	-		-	28 April 1832	
Hertford - -	Francis A. Davies -	70	–	–	11	5	–	81	5	–	21 Dec. 1833	
Hindon - -	Thomas Harrison -	22	–	–	nil			22	–	–	15 Mar. 1834	
Higham Ferrers -	Charles Allen - -	30	–	–	nil			30	–	–	27 Nov. 1832	
Hitchin - -	Jean Bell - -	45	–	–	6	–	–	51	–	–	27 Jan. 1832	
Hoddesdon -	George Aller - -	38	–	–	2	11	–	40	11	–	3 Mar. 1832	
Howden - -	John Sugden - -	44	–	–	4	–	–	48	–	–	21 June 1830	Duke of Manchester.
Huddersfield -	William Moore -	90	–	–	130	–	–	220	–	–	9 July 1832	Duke of Richmond.
Ilfracombe - -	Edward Hearson -	40	–	–	nil			40	–	–	12 May 1832	
Kendal - -	Elizabeth Fenton -	100	–	–	69	7	–	169	7	–	29 April 1830	Duke of Manchester.
Kidderminster -	Maria Newcomb -	95	–	–	27	–	–	122	–	–	17 July 1833	Duke of Richmond.
Kingston - -	Thomas Baker - -	66	–	–	10	–	–	76	–	–	9 Dec. 1833	
Knutsford - -	Maria Dakin - -	88	–	–	23	10	–	111	10	–	8 Feb. 1832	
Lamberhurst -	Thomas Roberts -	78	–	–	3	8	–	81	8	–	1 Aug. 1834	Marq. of Conyngham.
Lancaster - -	Elizabeth M. Glasson	110	–	–	70	11	7	180	11	7	6 July 1833	Duke of Richmond.
Leamington -	Edward Enoch -	80	–	–	86	6	–	166	6	–	18 Oct. 1834	Marq. of Conyngham.
Lechlade - -	John C. Lockwood -	16	–	–	nil			16	–	–	31 May 1834	Duke of Richmond
Leighton Buzzard	Richard Doggett -	26	–	–	2	14	6	28	14	6	21 Mar. 1831	
Linton - -	John Adcock - -	16	–	–	nil			16	–	–	17 Jan. 1832	
Llangadock -	Thomas Thomas -	20	–	–	nil			20	–	–	26 June 1830	Duke of Manchester.
Llandilo - -	John Rhydderch -	42	–	–	nil			42	–	–	1 Feb. 1833	Duke of Richmond.
Long Stratton -	William Browne -	20	–	–	1	6	–	21	6	–	19 June 1832	
Louth - -	Thomas Simons -	50	–	–	nil			50	–	–	8 April 1834	
Luton - -	Eliza Griffiths - -	36	–	–	4	–	–	40	–	–	16 Nov. 1831	
Lynn - - -	Robinson Cruso -	100	–	–	35	–	–	135	–	–	21 Feb. 1832	
Margate - -	Frederick Gore -	70	–	–	100	19	5	170	19	5	16 Nov. 1831	
Market Street -	Thomas Norcott -	30	–	–	7	5	–	37	5	–	26 May 1831	
Market Raisen -	John L. Thornton -	30	–	–	–	15	–	30	15	–	27 Nov. 1832	
Midhurst - -	James White - -	32	–	–	3	–	–	35	–	–	13 Nov. 1834	Marq. of Conyngham.
Mold - -	John Catherall -	35	–	–	3	-	–	38	–	–	1 July 1830	Duke of Manchester.
Morpeth - -	James Jobling - -	56	–	–	21	16	2	77	16	2	1 Oct. 1832	Duke of Richmond.
Narbeth - -	John Williams - -	35	–	–	2	12	–	37	12	–	7 July 1834	Marq. of Conyngham.
Neath - -	Sophia Howell -	54	–	–	9	9	–	63	9	–	5 Mar. 1832	Duke of Richmond.
Newnham - -	James Powell - -	30	–	–	4	5	–	34	5	–	6 Feb. 1830	Duke of Manchester.
New Romney -	Robert Strickland -	36	–	–	3	18	–	39	18	–	3 April 1834	Duke of Richmond.
Newport, Isle of Wight	Jane Tittis - -	50	–	–	6	–	–	56	–	–	25 Jan. 1832	
Newtown - -	John Parry - -	40	–	–	3	–	–	43	–	–	11 Nov. 1834	Marq. of Conyngham.
Northwich - -	Thomas Fryer - -	50	–	–	46	–	–	96	–	–	3 Oct. 1831	Duke of Richmond.
North Shields -	Joseph Peart - -	110	–	–	131	3	9	241	3	9	22 Aug. 1831	
Odiam - -	Adelaide Webb -	28	–	–	20	12	–	48	12	–	31 Aug. 1833	
Oswestry - -	Sarah Babington -	82	–	–	20	–	–	102	–	–	13 May 1831	
Otley - -	Sarah Holmes - -	44	–	–	6	1	4	50	1	4	26 Mar. 1831	
Oundle - -	Ann Everest - -	36	–	–	4	–	–	40	–	–	11 Nov. 1831	
Overton - -	John Lambole - -	18	–	–	nil			18	–	–	17 April 1834	
Peterborough -	William Elmitt -	72	–	–	21	–	–	93	–	–	29 Aug. 1834	Marq. of Conyngham.
Petworth - -	George Arnold -	66	–	–	14	–	–	80	–	–	13 July 1832	Duke of Richmond.
Pewsey - -	F. G. M'Tier - -	23	–	–	–	9	–	23	9	–	18 Sept. 1832	
Plymouth - -	Charles Markes -	150	–	–	177	9	11	327	9	11	30 Sept. 1833	
Plympton - -	Tabitha Duley -	25	–	–	5	–	–	30	–	–	26 Aug. 1831	
Pocklington -	James Scaife - -	32	–	–	7	–	–	39	–	–	18 May 1831	
Poole - -	Jane E. Hayward -	96	–	–	26	–	–	122	–	–	23 Jan. 1832	
Prescot - -	Robert Brown - -	40	–	–	12	10	–	52	10	–	22 Oct. 1832	

(*continued.*)

TOWN.	NAME.	SALARY, per Annum.			EMOLUMENTS.			GROSS TOTAL.			DATE of APPOINTMENT.	By whom APPOINTED.
		£.	s.	d.	£.	s.	d.	£.	s.	d.		
ENGLAND—*continued.*												
Presteign - -	Mary Askey - -	46	–	–		nil		46	–	–	3 Jan. 1832	Duke of Richmond.
Pwllheli - -	Evan Evans - -	35	–	–		nil		35	–	–	26 Sept. 1831	
Ravenglass - -	William Thompson -	20	–	–		nil		20	–	–	26 Aug. 1831	
Reading - -	Mary R. White -	120	–	–	57	–	2	177	–	2	4 Aug. 1830	Duke of Manchester.
Rhayader - -	William Jones - -	35	–	–		nil		35	–	–	23 Aug. 1833	Duke of Richmond.
Ripon - -	Thomas Procter -	38	–	–	20	8	–	58	8	–	1 May 1832	
Rochester - -	Mary E. Francis -	104	–	–	195	16	2	299	16	2	14 Jan. 1834	
Romford - -	Henry Attwell -	80	–	–	11	13	7	91	13	7	4 Oct. 1833	
Ross - - -	Sarah Dee - -	60	–	–	12	19	–	72	19	–	1 June 1830	Duke of Manchester.
Rugeley - -	Matthew Woodward -	40	–	–	14	10	–	54	10	–	6 Jan. 1831	Duke of Richmond.
Rushyford - -	Thomas Hoult -	44	–	–	2	2	–	46	2	–	21 Mar. 1831	
Ruthin - -	Samuel Jones -	32	–	–	5	4	–	37	4	–	13 Nov. 1834	Marq. of Conyngham.
Ryde - -	Richard Farrell -	60	–	–	10	–	–	70	–	–	5 Nov. 1833	Duke of Richmond.
St. Alban's -	Samuel Ward -	96	–	–	18	10	–	114	10	–	15 Mar. 1834	
St. Asaph - -	Catherine H. Brown -	40	–	–	12	10	–	52	10	–	26 June 1834	
St. Clear's - -	Thomas Rees -	30	–	–		nil		30	–	–	9 July 1830	Duke of Manchester.
St. Helen's -	Helen Greenhalgh -	30	–	–	12	–	–	42	–	–	24 May 1830	
St. Neot's - -	William Paxton -	34	–	–	10	–	–	44	–	–	3 Dec. 1834	Marq. of Conyngham.
Sandwich - -	Elizabeth Woodruff -	40	–	–	15	9	6	55	9	6	1 Dec. 1834	Duke of Richmond.
Sawbridgeworth -	Charles Norris - -	20	–	–	4	–	–	24	–	–	3 Feb. 1831	
Saxmundham -	William Stopher -	52	–	–	7	16	–	59	16	–	17 Mar. 1831	
Skipton - -	Edward Tindall -	42	–	–	23	–	–	65	–	–	24 Sept. 1832	
Shiffnal - -	Mary Wyatt - -	80	–	–	25	–	–	105	–	–	25 Mar. 1833	
Southall - -	William Humber -	40	–	–	13	4	–	53	4	–	27 May 1831	
South Petherton -	John Daniel - -	24	–	–		nil		24	–	–	18 Aug. 1834	Marq. of Conyngham.
South Molton -	John Thomas - -	32	–	–	1	19	–	33	19	–	2 June 1834	Duke of Richmond.
Spalding - -	Mary Watson - -	47	–	–	3	–	–	50	–	–	28 May 1834	
Spilsby - -	Edward Banks - -	46	–	–	7	–	–	53	–	–	16 July 1831	
Steyning - -	Zaccheus Steer -	32	–	–	–	10	–	32	10	–	9 Oct. 1830	Duke of Manchester.
Stokenchurch -	William Holmes -	20	–	–	–	6	–	20	6	–	Nov. 1833	Duke of Richmond.
Stokesley - -	John Wilstrop -	30	–	–		nil		30	–	–	21 April 1832	
Stone - -	Sarah Key - -	66	–	–	10	–	–	76	–	–	9 Nov. 1830	Duke of Manchester.
Tamworth - -	John Greaves - -	60	–	–		nil		60	–	–	5 Mar. 1832	Duke of Richmond.
Tarporley - -	John Gregory - -	30	–	–	5	5	–	35	5	–	28 Jan. 1833	
Thorne - -	Ann Mason - -	46	–	–	6	7	6	52	7	6	23 Oct. 1833	
Thrapston - -	Christopher Wright -	22	–	–	5	10	–	27	10	–	7 June 1831	
Towcester - -	George Gurney -	38	–	–	4	10	–	42	10	–	22 Mar. 1833	
Tring - -	Elizabeth Montague -	30	–	–	2	5	–	32	5	–	22 April 1831	
Trowbridge -	Ann Ball - -	60	–	–	2	10	–	62	10	–	30 Jan. 1830	Duke of Manchester.
Tunbridge - -	Robert Hall - -	80	–	–	5	–	–	85	–	–	4 Aug. 1832	Duke of Richmond.
Wakefield - -	Rowland Hurst -	90	–	–	84	8	8	174	8	8	25 July 1833	
Wansford - -	George Dexter -	20	–	–	17	17	–	37	17	–	7 July 1834	Marq. of Conyngham.
Wareham - -	Peter Selby - -	42	–	–	13	–	–	55	–	–	2 Feb. 1832	Duke of Richmond.
Welford - -	Ann Spencer - -	24	–	–		nil		24	–	–	16 Jan. 1830	Duke of Manchester.
Wellingborough -	Elizabeth Spong -	32	–	–	3	2	6	45	2	6	6 Jan. 1831	Duke of Richmond.
	Compensation and in aid of Delivery	10	–	–								
Wellington, Somerset	James Webber -	40	–	–	2	–	–	42	–	–	28 June 1831	
Wigan - -	John Brown - -	52	–	–	47	–	–	99	–	–	19 Dec. 1831	
Wimborne - -	Robert T. Durell -	44	–	–	14	–	–	58	–	–	24 June 1833	
Wincanton - -	John C. Musgrave -	34	–	–	1	10	–	35	10	–	23 Jan. 1830	Duke of Manchester.
Winchester -	Henry Flight - -	90	–	–	33	14	–	135	14	–	6 May 1831	Duke of Richmond.
	Compensation for loss of Perquisities	12	–	–								
Wisbeach - -	John Goward - -	64	–	–	15	–	–	79	–	–	1 May 1830	Duke of Manchester.
Worksop - -	Elizabeth Haykin -	40	–	–	14	19	–	54	19	–	1 Mar. 1832	Duke of Richmond.
Wrexham - -	Richard Mosedale -	60	–	–	20	–	–	80	–	–	28 Oct. 1830	Duke of Manchester.
Yarm - -	Elizabeth Stonehouse	28	–	–		nil		28	–	–	28 July 1834	Marq. of Conyngham.
Yarmouth - -	Eliza Seaman -	140	–	–	35	4	–	175	4	–	11 June 1834	Duke of Richmond.
Yealmpton - -	Charlotte Walter -	30	–	–	11	10	–	41	10	–	16 May 1831	
PROMOTED FROM GENERAL POST-OFFICE, LONDON.												
Bath - -	T. M. Musgrave* -	400	–	–	179	10	10	579	10	10	28 Nov. 1834	Marq. of Conyngham.
Bristol - -	Thomas Walton † -	450	–	–	158	2	8	608	2	8	24 Feb. 1832	Duke of Richmond.
Brighton - -	John W. Ferguson ‡	200	–	–	381	–	–	581	–	–	6 June 1831	
Norwich - -	William P. Hicks ‖ -	290	–	–	316	12	9	606	12	9	26 April 1831	
Nottingham -	George White § -	200	–	–	200	–	–	400	–	–	21 Mar. 1831	
Warrington -	John Armstrong ¶ -	166	–	–	110	–	–	276	–	–	12 Nov. 1832	

By these Appointments, in every instance but the last, the Revenue has been saved the Expense of Compensation or Retired Allowance.

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* Late Comptroller of the Two-penny Post.—(Office abolished.)

† Late President Foreign Office.—(Office regulated.)

‡ Late Collector of Two-penny Post.—(Office abolished.)

‖ Late Inspector of Return Letter Office.—(Office abolished.)

§ Late Chief Clerk in Dead Letter Office.—(Office regulated.)

¶ Late Clerk in Accountant-General's Office.

SCOTLAND.

TOWN.	NAME.	SALARY, per Annum.			EMOLUMENTS.			GROSS TOTAL.			DATE of APPOINTMENT.	By whom APPOINTED.
		£.	s.	d.	£.	s.	d.	£.	s.	d.		
Aberdeen	David Stuart *	150	–	–	104	15	10	254	15	10	5 April 1834	Duke of Richmond.
Aberdour	Gavin White	15	–	–	3	–	–	18	–	–	11 May 1832	
Alford	Jane Wilson	9	–	–	nil			9	–	–	13 Feb. 1830	Duke of Manchester.
Appin	J. Cameron	20	–	–	1	–	–	21	–	–	May 1831	Duke of Richmond.
Aross	J. M'Millan	15	–	–	nil			15	–	–	20 June 1831	
Banchory	Mrs. Shaw	12	–	–	nil			12	–	–	8 Jan. 1834	
Beauly	Wilson M'Kenzie	21	–	–	3	10	–	24	10	–	18 Oct. 1833	
Beith	Catherine Arnot	20	–	–	–	10	–	20	10	–	1 Feb. 1835	
Bridge of Earn	Daniel Campbell	24	–	–	5	5	–	29	5	–	26 April 1830	Duke of Manchester.
Broadford	Hugh Ross	18	–	–	nil			18	–	–	Jan. 1832	Duke of Richmond.
Burntisland	Elizabeth Ross	21	–	–	–	5	–	21	5	–	20 April 1833	
Chance Inn	John Dayie	10	–	–	nil			10	–	–	22 Nov. 1832	
Cupar Angus	T. Davidson	24	–	–	–	15	–	24	15	–	12 July 1834	Marq. of Conyngham.
Craigellachie	James Cumming	20	–	–	–	15	–	20	15	–	Jan. 1832	Duke of Richmond.
Crail	James Key	15	–	–	nil			15	–	–	23 Dec. 1830	
Dalkeith	Robert Gray	35	–	–	nil			35	–	–	6 April 1834	
Denny	William Bain	20	–	–	nil			20	–	–	April 1830	Duke of Manchester.
Dunoon	Robert Brown	15	–	–	–	5	–	15	5	–	Dec. 1830	Duke of Richmond.
Dunbeath	William Sinclair	17	–	–	nil			17	–	–	12 Aug. 1830	Duke of Manchester.
Errol	James Mather	8	–	–	nil			8	–	–	1 Feb. 1831	Duke of Richmond.
Falkirk	Henry Salmon	70	–	–	15	–	–	85	–	–	Jan. 1834	
Forfar	John Thompson	36	–	–	7	–	–	43	–	–	12 Jan. 1832	
Fort Augustus	May M'Donald	15	–	–	nil			15	–	–	6 Aug. 1834	Marq. of Conyngham.
Fraserburgh	William Frazer	26	–	–	2	–	–	28	–	–	20 May 1831	Duke of Richmond.
Gatehouse	Janet M'Kean	25	–	–	1	–	–	26	–	–	Mar. 1831	
Greenock	Ralph Logan	115	–	–	70	–	–	185	–	–	6 Jan. 1834	
Helensburgh	James Brengans	25	–	–	nil			25	–	–	6 Feb. 1832	
Inverary	C. Machean	40	–	–	3	9	–	43	9	–	Dec. 1830	
Invergordon	Wilson M'Kenzie	12	–	–	–	5	–	12	5	–	6 July 1832	
Keith	John Keith	30	–	–	3	6	–	33	6	–	Jan. 1831	
Kirkcudbright	Charles J. Finlayson	36	–	–	nil			36	–	–	17 Dec. 1832	
Kirkwall	A. M. Gariock	50	–	–	nil			50	–	–	Jan. 1830	Duke of Manchester.
Lasswade	John Buckham	16	–	–	3	–	–	19	–	–	21 June 1832	Duke of Richmond.
Lerwick	William R. Duncan	22	–	–	–	17	2	22	17	2	27 June 1832	
Mauchline	Elizabeth M'Vitie	20	–	–	nil			20	–	–	18 Dec. 1833	
Newton Stewart	Mrs. Paterson	32	–	–	1	–	–	33	–	–	Nov. 1834	Marq. of Conyngham.
Montrose	C. Mackay	80	–	–	12	–	–	92	–	–	5 Feb. 1834	Duke of Richmond.
Old Meldrum	Jane Forbes	18	–	–	–	3	4	18	3	4	6 Mar. 1834	
Pennycuick	Andrew Paterson	18	–	–	nil			18	–	–	July 1833	
Port Glasgow	N. Hunter	50	–	–	1	–	–	51	–	–	Mar. 1832	
Portree	H. M'Donald	20	–	–	nil			20	–	–	May 1830	Duke of Manchester.
Portsoy	John Crawford	20	–	–	–	10	–	20	10	–	June 1833	Duke of Richmond.
Salcoats	W. Snodgrass	24	–	–	1	10	–	25	10	–	6 April 1830	Duke of Manchester.
Stow	Robert Brown	14	–	–	nil			14	–	–	5 April 1831	Duke of Richmond.
Tobermory	B. Cuthbertson	15	–	–	nil			15	–	–	Dec. 1833	
Uphall	William Brown	12	–	–	nil			12	–	–	Jan. 1829	Duke of Manchester.

IRELAND.

Abbeyleix	John Warburton †	27	14	–	nil			27	14	–	April 1831	Duke of Richmond.
Cork	Arthur Webb‡	250	–	–	145	–	–	395	–	–	January 1833	
Adair	John O. Regan	24	18	8	nil			24	18	8	January 1831	
Ardglass	Eliza Norris	11	–	–	nil			11	–	–	July 1831	
Ardara	Thomas Nesbitt	11	11	–	nil			11	11	–	Nov. 1831	
Ardrahan	E. Lambert	10	–	–	nil			10	–	–	January 1832	
Arklow	William Murphy	40	12	8	nil			40	12	8	Nov. 1831	
Armagh	Robert Birch	84	–	–	nil			84	–	–	March 1832	
Arthurstown	C. Fairweather	18	9	4	nil			18	9	4	October 1831	
Ashbourne	R. M'Auley	15	–	–	nil			15	–	–	January 1831	
Askeaton	Vere Hunt	18	9	4	nil			18	9	4	July 1831	
Athboy	Thomas Askin	20	–	–	nil			20	–	–	Nov. 1834	Marq. of Conyngham.
Athenry	Neptune Persse	23	1	8	nil			23	1	8	October 1831	Duke of Richmond.
Athlone	Robert Moore	65	–	–	6	18	6	71	18	6	Feb. 1834	
Athy	Samuel Barras	27	–	–	nil			27	–	–	April 1831	
Ballibay	Margaret Nesbitt	23	–	–	nil			23	–	–	May 1834	
Ballina	Annesley Knox	39	14	4	nil			39	14	4	March 1831	
Ballinasloe	Richard Carroll	82	6	4	2	–	–	84	6	4	May 1831	

(*continued.*)

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* Promoted from the General Post-Office, Edinburgh.

† Promoted from General Post Office, Dublin.

‡ Ditto, late Surveyor.—(Office abolished.)

TOWN.	NAME.	SALARY, per Annum.			EMOLUMENTS.			GROSS TOTAL.			DATE of APPOINTMENT.	By whom APPOINTED.
		£.	s.	d.	£.	s.	d.	£.	s.	d.		
IRELAND—*continued.*												
Ballinrobe - -	Alicia Kelly - -	25	–	–	nil			25	–	–	August 1832	Duke of Richmond.
Ballycastle - -	Eleanor Lyons - -	22	–	–	nil			22	–	–	August 1832	
Ballyconnell -	R. Montgomery -	27	14	–	nil			27	14	–	March 1831	
Ballygawley -	Lewis Davis - -	20	6	4	nil			20	6	4	May - 1831	
Ballymote - -	James Lougheed -	20	15	–	nil			20	15	–	April - 1831	
Ballynamore -	E. Hamilton - -	20	–	–	nil			20	–	–	April - 1832	
Ballyshannon -	Barbara Britton -	43	–	–	nil			43	–	–	July - 1832	
Ballytore - -	Thomas N. Cole -	31	8	–	2	10	–	33	18	–	August 1831	
Bandon - -	John Shine - -	48	–	–	nil			48	–	–	January 1833	
Bangor - -	James Graham -	18	–	–	nil			18	–	–	March 1833	
Belmullet - -	William Ivers - -	46	3	4	nil			46	3	4	July - 1831	
Belfast - -	James Dickey - -	236	6	4	108	14	8	345	1	–	March 1830	Earls Rosse & O'Neill.
Blackrock - -	Jonathan Jones -	29	5	–	nil			29	5	–	January 1834	Duke of Richmond.
Ballymena - -	Nicholas Maine -	48	–	–	nil			48	–	–	Sept. 1832	
Booterstown -	John Dempsey -	15	–	–	nil			15	–	–	May - 1832	
Bumatty - -	Patrick Kean - -	10	–	–	nil			10	–	–	April - 1830	Earls Rosse & O'Neill.
Burros in Ossory	George Pratt - -	30	–	–	nil			30	–	–	June - 1834	Duke of Richmond.
Cabinteely - -	William Staunton -	27	14	–	nil			27	14	–	October 1831	Duke of Richmond.
Caher - -	Richard Butler -	44	–	–	1	10	-	45	10	–	Feb. - 1833	
Carlow - -	William Armstrong -	86	–	–	13	–	–	99	–	–	October 1833	
Carrickfergus -	John Anderson -	27	–	–	nil			27	–	–	August 1832	
Cashel - -	William Ryall - -	62	–	–	nil			62	–	–	October 1832	
Castleconnell -	Stephen Hall - -	23	–	–	nil			23	–	–	June - 1834	
Castledawson -	Ann Oliver - -	34	3	4	nil			34	3	4	Dec. - 1831	
Castlefin - -	William M'Loughlin	26	15	8	nil			26	15	8	June - 1831	
Castleisland -	Maurice Reidy -	9	4	8	nil			9	4	8	January 1832	
Clara - - -	Thomas Norris -	23	1	8	nil			23	1	8	June - 1831	
Charleville - -	Henry Allen - -	33	14	–	nil			33	14	–	June - 1831	
Clifden - -	Edward Jones - -	18	9	4	nil			18	9	4	August 1831	
Cloghan - -	James Devery - -	18	9	4	nil			18	9	4	June - 1831	
Cloghnakilty -	Thomas Bennet -	27	–	–	nil			27	–	–	April - 1832	
Coleraine - -	Margaret Galt - -	56	–	–	13	–	–	69	–	–	April - 1834	
Collon - -	William Noble -	31	8	–	nil			31	8	–	Sept. - 1831	
Comber - -	James O'Neill - -	21	–	–	nil			21	–	–	October 1831	
Cove - -	Jane Ensor - -	46	10	–	3	12	10	50	2	10	Nov. - 1830	
Croome - -	Elias Burke - -	18	9	4	nil			18	9	4	July - 1831	
Crossdoney -	Sophia Moore - -	18	–	–	nil			18	–	–	May - 1832	
Dangan - -	John Gannan - -	7	8	–	nil			7	8	–	Dec. - 1831	
Dingle - -	Thomas Jeffcott -	23	–	–	nil			23	–	–	April - 1832	
Down - -	Benjamin M'Iver -	47	–	–	nil			47	–	–	March 1831	
Drogheda - -	J. S. M'Cullock -	120	–	–	16	–	–	136	–	–	April - 1830	Earls Rosse & O'Neill.
Dromod - -	James Fenton - -	38	15	8	nil			38	15	8	Nov. - 1832	Duke of Richmond.
Drumsna - -	William Allen - -	25	–	–	nil			25	–	–	April - 1834	
Dungarvan - -	Benjamin Dyer -	40	–	–	nil			40	–	–	May - 1831	
Dungiven - -	David Mitchell -	18	–	–	nil			18	–	–	July - 1833	
Dunleer - -	Anne Millar - -	39	–	–	nil			39	–	–	Nov. - 1834	
Dunshanghlin -	James Devitt - -	48	–	–	3	–	–	51	–	–	January 1831	
Edenderry - -	Mary Astle - -	18	–	–	nil			18	–	–	January 1832	
Emo - - -	Anne Carty - -	39	14	–	nil			39	14	–	Nov. - 1831	
Emyvale - -	A. M'Dowell - -	18	9	4	nil			18	9	4	May - 1831	
Ennis - -	George Crowe - -	52	–	–	5	–	–	57	–	–	Feb. - 1834	
Enniskillen -	Richard Ball - -	55	8	–	nil			55	8	–	Nov. - 1830	
Ennistimon -	Thomas M'Donough	25	8	–	nil			25	8	–	April - 1831	
Ferns - - -	Joseph Houghton -	62	6	4	5	–	–	67	6	4	May - 1831	
Frankford - -	Anna M. Haslam -	18	–	–	nil			18	–	–	Sept. - 1834	Marquis of Conyngham.
Frenchpark -	Crofton Carleton -	19	17	–	2	2	–	21	19	–	August 1831	Duke of Richmond.
Garvagh - -	James Wallace -	18	9	4	nil			18	9	4	Feb. - 1830	Earls Rosse & O'Neill.
Goresbridge -	L. Stephenson - -	23	1	8	nil			23	1	8	Sept. - 1831	Duke of Richmond.
Gorey - -	Thomas Ponder -	49	17	4	nil			49	17	4	May - 1831	
Gort - - -	Thomas F. Morris -	30	–	–	nil			30	–	–	Dec. - 1831	
Granard - -	Rachel Griffiths -	33	–	–	nil			33	–	–	July - 1833	
Headford - -	James Lynch - -	18	9	4	nil			18	9	4	March 1831	
Hillsborough -	Sarah Lutton - -	26	15	10	nil			26	15	10	April - 1831	
Hollymount -	Christopher Bowen -	25	–	–	nil			25	–	–	April - 1833	
Irvinestown -	Mary Sturdy - -	15	–	–	nil			15	–	–	July - 1834	Marquis of Conyngham.
Johnstown - -	James Aylward -	25	–	–	nil			25	–	–	October 1831	Duke of Richmond.
Kanturk - -	Benjamin Savage -	20	–	–	nil			20	–	–	March 1832	
Kells - - -	Mary A. Plunkett -	46	–	–	5	–	–	51	–	–	July - 1833	

TOWN.	NAME.	SALARY, per Annum.			EMOLUMENTS.			GROSS TOTAL.			DATE of APPOINTMENT.	By whom APPOINTED.
IRELAND—*continued.*		£.	s.	d.	£.	s.	d.	£.	s.	d.		
Kilconnel - -	John Callanan - -	9	4	8	nil			9	4	8	Nov. - 1831	Duke of Richmond.
Kildorrery - -	Samuel Piddell -	18	9	3	nil			18	9	3	Feb. - 1831	
Killala - -	Robert Poke - -	23	–	–	nil			23	–	–	Nov. - 1834	Marquis of Conyngham.
Killesandra -	Joseph Denham -	27	14	–	3	–	–	30	14	–	August 1830	Earls Rosse & O'Neill.
Kilmacthomas -	Thomas Brown -	22	3	4	nil			22	3	4	August 1831	Duke of Richmond.
Kilmallock - -	Maria M'Connell -	24	–	–	nil			24	–	–	October 1833	
Kilworth - -	Edward Collett -	26	15	8	nil			26	15	8	October 1830	
Kingscourt -	John Anderson -	18	–	–	nil			18	–	–	October 1832	
Kingstown - -	Joseph Bond - -	20	–	–	nil			20	–	–	June - 1832	
Kinnegad - -	W. Clarendon - -	22	3	4	nil			22	3	4	May - 1831	
Kinsale - -	John Waddle - -	35	–	–	nil			35	–	–	August 1833	
Leighlinbridge -	James Sutcliffe -	50	–	–	nil			50	–	–	Dec. - 1830	
Letterkenny -	Maxwell Kittyle -	34	–	–	2	–	–	36	–	–	July - 1834	Marquis of Conyngham.
Limerick - -	Pat. M'Namara -	195	13	5	75	–	–	270	13	5	May - 1830	Earls Rosse & O'Neill.
Lisnaskea - -	John Smyth - -	36	19	–	nil			36	19	–	Sept. - 1830	Duke of Richmond.
Longford - -	William Beatty -	60	–	–	nil			60	–	–	June - 1834	
Lurgan Green -	James M'Cullagh -	24	–	–	2	–	–	26	–	–	Aug. - 1832	
Macroom - -	Peter Williams -	20	15	8	nil			20	15	8	Dec. - 1831	
Maghera - -	David Thompson -	23	1	8	nil			23	1	8	Aug. - 1831	
Magherafelt -	John M'Cready -	38	15	8	2	–	–	40	15	8	Aug. - 1831	Duke of Richmond.
Millstreet - -	James Murphy -	18	9	4	nil			18	9	4	Nov. - 1834	Marquis of Conyngham.
Monaghan - -	William Bogue -	58	12	8	4	–	–	62	12	8	Dec. - 1830	Duke of Richmond.
Monastereven -	Michael Wilson -	50	–	–	nil			50	–	–	March 1832	
Moneymore -	David Richey - -	20	6	4	nil			20	6	4	January 1831	
Mountmellick -	Thomas Pye - -	27	–	–	nil			27	–	–	Feb. - 1832	
Mountrath - -	George Gorman -	54	–	–	nil			54	–	–	July - 1831	
Moy - - -	Thomas Wilford -	27	–	–	nil			27	–	–	July - 1833	
Mullingar - -	Edward Gordon -	85	–	–	13	–	–	98	–	–	Oct. - 1831	
Newport, Tipperary	Kennedy Carey -	23	–	–	nil			23	–	–	Oct. - 1833	
Newtown, Mount Kennedy -	Patrick Lamb - -	46	–	–	nil			46	–	–	Oct. - 1833	
Parsonstown -	Thomas Dooley -	42	9	8	nil			42	9	8	Aug. - 1831	
Passage-west -	Robert Clark - -	25	8	–	nil			25	8	–	July - 1831	
Pilltown - -	John Anthony - -	18	9	4	nil			18	9	4	January 1832	
Portaferry - -	Eliza Gowan - -	27	14	–	nil			27	14	–	April - 1831	
Portarlington -	Michael Carroll -	34	–	–	nil			34	–	–	January 1834	
Ramelton - -	Robert Gillespie -	25	–	–	nil			25	–	–	April - 1834	
Rathcoole - -	Sarah Manning -	31	–	–	nil			31	–	–	May - 1834	
Rathdrum - -	Hester Prentice -	37	8	4	nil			37	8	4	June - 1831	
Rathfriland - -	John Fegan - -	23	1	8	nil			23	1	8	Oct. - 1831	
Rosscommon -	R. Johnston - -	41	–	–	nil			41	–	–	January 1834	
Rosstrevor - -	Ruth Emerson - -	20	–	–	nil			20	–	–	April - 1834	
Rutland - -	Francis Foster - -	9	–	–	nil			9	–	–	May - 1832	
Six-mile Bridge -	Lucy O'Halloran -	24	–	–	4	1	–	28	1	–	January 1834	
Slane - - -	Maria Doolittle -	25	–	–	1	–	–	26	–	–	July - 1833	
Sligo - - -	Thomas J. Ellis -	90	–	–	22	–	–	112	–	–	January 1833	
Strabane - -	Ellzabeth Jenkins -	62	15	8	nil			62	15	8	January 1831	
Stradone - -	Sophia Stafford -	10	–	–	nil			10	–	–	April - 1831	
Strokestown -	Jane Ferns - -	27	18	6	nil			27	18	–	January 1832	
Tandaragee -	Richard Trotter -	23	1	8	nil			23	1	8	March 1830	Earls Rosse & O'Neill.
Tarbert - -	Jane Fitzgerald -	28	15	8	nil			28	15	8	May - 1831	Duke of Richmond.
Templemore -	Thomas Hargraft -	18	–	–	nil			18	–	–	March 1833	
Thomastown -	Thomas Basset -	42	–	–	nil			42	–	–	Oct. - 1834	Marquis of Conyngham.
Tulla - -	Edward Callaghan -	20	15	8	nil			20	15	8	July - 1831	Duke of Richmond.
Tullamore - -	J. D. M'Donald -	46	3	4	nil			46	3	4	January 1830	Earls Rosse & O'Neill.
Trim - - -	Samuel Allen - -	29	–	–	nil			29	–	–	Sept. - 1831	Duke of Richmond.
Thurles - -	John Matthew - -	27	14	–	nil			27	14	–	Nov. - 1831	
Tynan - -	W. Magrath - -	23	1	8	nil			23	1	3	April - 1831	
Virginia - -	Anthony Hamilton -	53	11	–	nil			53	11	–	Nov. - 1831	
Westport - -	Sarah Hildebrand -	34	–	–	nil			34	–	–	Oct. - 1832	
Wexford - -	John Green - -	55	–	–	4	10	–	59	10	–	Nov. - 1832	
Youghall - -	John Merry - -	46	3	4	nil			46	3	4	May - 1831	

F. Freeling, Sec.

POST OFFICE.

A RETURN of Appointments of Deputy Postmasters and Postmistresses, their Salaries and Emoluments.

(*Mr. Wallace.*)

Ordered, by The House of Commons, *to be Printed,*
4 *June* 1835.

264.

POST OFFICE.

SUPPLEMENTARY RETURN to an Order of The Honourable the House of Commons, dated 12 March 1835.

A RETURN, showing the Appointments of Deputy Postmasters and Postmistresses in *Great Britain* and *Ireland*, during the last Five Years, ending with the 1st of January 1835; with their Names, and those of the Towns they have been appointed to; also, their yearly Salaries, and any other sources of Emolument, so as to show the yearly Income of each; also, the Dates of their Appointments, distinguishing those who have been promoted from the General Post Offices of *London*, *Dublin* or *Edinburgh*; also, the Names of the Postmasters-General who have appointed the said Deputy Postmasters; so far as relates to the Persons appointed within the last Five Years embraced by the Order, but who were out of Office at the time of making the first Return.

TOWN.	NAME.	SALARY per Annum.			Emoluments estimated.			Gross Total.			Date of Appointment.	By whom appointed.
ENGLAND:		£.	s.	d.	£.	s.	d.	£.	s.	d.		
Bawtry	David Adams	44	–	–	22	–	–	66	–	–	17 March - 1831	Duke of Richmond.
Bath	W. J. Anstey	400	–	–	179	–	–	579	–	–	18 October - 1832	
Blackburn	Robert Parkinson	65	–	–	38	–	–	103	–	–	4 January - 1834	
Chester-le-Street	Thomas Cuthbertson	40	–	–	13	–	–	53	–	–	8 March - 1830	Duke of Manchester.
Coleford	Thomas Nicholson	35	–	–	4	–	–	39	–	–	31 May - 1830	
Cheadle	Samuel Keys	40	–	–	nil			40	–	–	4 March - 1831	Duke of Richmond.
Cheltenham	Henry Lucy	150	–	–	50	–	–	200	–	–	7 Sept. - 1831	
Coleford	Martha Nicholson	35	–	–	4	–	–	39	–	–	26 June - 1832	
Gateshead	Henry Doubleday	56	–	–	36	–	–	92	–	–	2 Nov. - 1830	Duke of Manchester.
Grimsby	Ann Moody	34	–	–	nil			34	–	–	30 July - 1832	Duke of Richmond.
Hindon	Christiana Norton	22	–	–	nil			22	–	–	12 March - 1830	Duke of Manchester.
Hoddesdon	Mary Batty	38	–	–	2	–	–	40	–	–	13 Dec. - 1830	
Hastings	William S. Bond	62	–	–	81	–	–	143	–	–	9 Feb. - 1831	Duke of Richmond.
Hastings	Alicia Bond	62	–	–	81	–	–	143	–	–	28 June - 1831	
Harrowgate	Sarah Goodlad	34	–	–	16	–	–	50	–	–	19 January - 1832	
Leamington	Geo. Bevington	80	–	–	86	–	–	166	–	–	25 Feb. - 1830	Duke of Manchester.
Llangollen	Richard Jones	30	–	–	-	-	-	-	-	-	6 August - 1830	
Lutterworth	Stephen Mash	12	–	–	-	-	-	-	-	-	1 January - 1833	Duke of Richmond.
Margate	Mary Trotter	70	–	–	100	–	–	170	–	–	19 January - 1831	
March	William Johnson	35	–	–	-	-	-	-	-	-	12 May - 1832	
Matlock, Bath	Francis Shore	40	–	–	-	-	-	-	-	-	13 Dec. - 1834	Marquis of Conyngham.
Narbeth	Edmund Blathwayt	35	–	–	2	–	–	37	–	–	20 July - 1830	Duke of Manchester.
New Romney	Catherine Brissenden	36	–	–	3	–	–	39	–	–	13 October - 1832	Duke of Richmond.
Newtown	Charles Salisbury	40	–	–	3	–	–	43	–	–	28 March - 1833	
Newtown	Charles Pugh	40	–	–	3	–	–	43	–	–	14 August - 1834	Marquis of Conyngham.
Plympton	John Duley	25	–	–	5	–	–	30	–	–	28 March - 1831	Duke of Richmond.
Rugeley	John Wood	40	–	–	14	–	–	54	–	–	1 January - 1830	Duke of Manchester.
Ruthin	Robert Lloyd	32	–	–	5	–	–	37	–	–	7 Feb. - 1831	Duke of Richmond.
Stanmore	John Seabrooke	46	–	–	-	-	-	-	-	-	24 Feb. - 1830	Duke of Manchester.
St. Neot's	John Davenport	34	–	–	10	–	–	44	–	–	27 March - 1832	Duke of Richmond.
St. Alban's	F. T. Webster	98	–	–	18	–	–	114	–	–	1 May - 1832	
St. Alban's	Frederick Webster	98	–	–	18	–	–	114	–	–	2 March - 1833	
Tarporley	G. Higgott	30	–	–	5	–	–	35	–	–	26 January - 1830	Duke of Manchester.
Tarporley	Thomas Holland	30	–	–	5	–	–	35	–	–	1 October - 1830	
SCOTLAND:												
Craigellachie	R. M'Conachie	20	–	–	–	15	–	20	15	–	– October - 1830	Duke of Manchester.
Dunblane	G. Smith	18	–	–	-	-	-	-	-	-	– Nov. - 1830	
Dunblane	W. Dawson	18	–	–	-	-	-	-	-	-	– March - 1831	Duke of Richmond.
Fort Augustus	C. M'Donald	15	–	–	nil			15	–	–	– August - 1831	
Helensburgh	J. Johnstone	25	–	–	nil			25	–	–	– March - 1830	Duke of Manchester.
Pennycuick	D. Dickson	12	–	–	nil			12	–	–	22 Nov. - 1831	Duke of Richmond.
Port Glasgow	D. Cuming	50	–	–	1	–	–	51	–	–	22 April - 1830	Duke of Manchester.
Port Glasgow	E. Cuming	50	–	–	1	–	–	51	–	–	3 August - 1830	
Tobermory	R. Cuthbertson	15	–	–	nil			15	–	–	– July - 1830	
IRELAND:												
Athy	Robert Molloy	27	–	–	nil			27	–	–	– January - 1832	Duke of Richmond.
Athlone	J. M'Fallon	65	–	–	6	18	6	71	18	6	– March - 1832	
Athlone	W. Dean	65	–	–	6	18	6	71	18	6	– Nov. - 1833	
Ballyshannon	Andrew Britton	43	–	–	nil			43	–	–	– January - 1833	
Caher	John O'Farrell	44	–	–	1	10	–	45	10	–	– July - 1831	
Dingle	James Hickey	23	–	–	nil			23	–	–	– July - 1831	
Edenderry	Thomas Mather	18	–	–	nil			18	–	–	– July - 1832	
Ennis	George Trousdell	52	–	–	5	–	–	57	–	–	– July - 1832	
Frankford	John Deeham	18	–	–	nil			18	–	–	– Sept. - 1831	
Frankford	James Bulfe	18	–	–	nil			18	–	–	– May - 1833	
Killala	Joseph Grant	23	–	–	nil			23	–	–	– January - 1833	
Letterkenny	James Peoples	34	–	–	2	–	–	36	–	–	– June - 1831	
Millstreet	Thomas Bullman	18	9	4	nil			18	9	4	– Feb. - 1833	
Mountrath	Thomas Knaggs	54	–	–	nil			54	–	–	– January - 1832	
Moy	John Dunne	27	–	–	nil			27	–	–	– April - 1831	
Newtown, Mount-kennedy	H. Cassidy	46	–	–	nil			46	–	–	– Dec. - 1831	
Rathcoole	John Manning	31	–	–	nil			31	–	–	– June - 1831	
Roscommon	Olivia Walsh	41	–	–	nil			41	–	–	– Dec. - 1831	
Rostrever	Anthony Carroll	20	–	–	nil			20	–	–	– May - 1835	
Six-Mile Bridge	Isabella Miller	24	–	–	4	1	–	28	1	–	– May - 1831	
Westport	Eliz. Hilderbrand	34	–	–	nil			34	–	–	– October - 1834	Marquis of Conyngham.
Wexford	Sophia Hickey	55	–	–	4	10	–	59	10	–	– May - 1831	Duke of Richmond.

General Post-Office, August 19, 1835. *F. Freeling*, Secretary.

N.B.—The Order was construed to apply to Persons actually in Office at the time the Order was made, from whom alone a Return of the Emoluments could be obtained. In the foregoing Account the Emoluments are estimated from the First Return.

POST OFFICE.

SUPPLEMENTARY

RETURN of Appointments of Deputy Postmasters and Postmistresses, their Salaries and Emoluments.

(*Mr. Wallace.*)

Ordered, by The House of Commons, *to be Printed,*
25 *August* 1835.

565.

POST-OFFICE.

RETURN to an Order of the Honourable The House of Commons,
dated 24 July 1835;—*for*,

A RETURN showing the Total and Detailed Amount of the SALARY and whole EMOLUMENTS, PERQUISITES, or other Sources of INCOME of the DEPUTY POSTMASTERS-GENERAL of *Jamaica*, and of the DEPUTY POSTMASTERS of *Bath*, in the county of *Somerset*, in *England*, in each Year, from the 1st January 1830 to the 1st January 1835, and whether the said Emoluments, &c. have arisen from the Sale of, or Charges made on Newspapers, Penny Postages, Early Deliveries, Post-Office Private Boxes, after-time Letters or Newspapers, or other Sources, with the Authority under which these have been granted and levied, and whether they have been increased or diminished in the above period, and are considered permanent or liable to be altered or regulated during the present Appointment; also, the Dates of any Removals, Resignations or Appointments of the aforesaid Deputy Postmasters-General of *Jamaica*, and Deputy Postmasters of *Bath*, with the Names of the Parties removed or who resigned (if any), and those appointed in their stead, and whether the Patronage was exercised by the Treasury, or by the Postmaster-General, with the Names of the Postmasters-General who received the resignations (if any), and removed the Postmasters, or appointed them to the above-named Offices, within the aforesaid period; also, the Actual Time the aforesaid Parties performed the Duties of Postmasters, in person or otherwise, respectively, and received their Salaries or other Allowances, or any parts thereof; also, their Ages, Occupations and Services previous to their Appointments.

JAMAICA.

Years.	Postmaster-General.	Deputy Postmaster-General of Jamaica.	Salary.	Allowances.			Emoluments, Perquisites and other Sources of Income.	Actual Time the Duties performed in Person.	
			£.	£.	s.	d.			
1830	Duke of Manchester	W. J. Anstey - (appointed 1822.)	400	477	12	2	- - Estimated amount about 1,000 *l.* per annum.	In person.	Allowances: For expresses, 228 *l.* 2 *s.* 4 *d.* abolished from the date of Mr. Anstey's resignation. Rent of office, £. 178 11 4 Taxes - - 70 18 6 to cease on the expiration of the present lease in 1839. Emoluments: Profits on the sale of Newspapers in the interior of the Island. Authority,—Custom from time immemorial.
1831	Duke of Richmond	W. J. Anstey -	400	477	12	2		In person.	
1832	Duke of Richmond	W. J. Anstey - (resigned October.)	400	477	12	2		- - Left Jamaica on leave of absence, March 1832.	
1833	Duke of Richmond	S. Lefevre - - (nominated, but declined.)	- -	249	9	10			
		S. M'Quoid - - (nomination cancelled.)							
1834	Duke of Richmond (resigned in July.)	Lord Sussex Lennox (resigned in September.)	400	249	9	10		- - Arrived in Jamaica, May 1834, left, November 1834.	
	Marquis of Conyngham.	John Wilson - (appointed in October.)	400	249	9	10		- - Left England for Jamaica by 1st December Packet.	

Mr. Anstey, Clerk in the Audit Office for 12 years previous to his Appointment to Jamaica. Age unknown.
Lord Sussex Lennox, Occupation and Services, previous to his Appointment, in the Army. Age 32 years.
Mr. Wilson, Merchant in Jamaica. Age unknown.

EMOLUMENTS.

THE emoluments are fluctuating, and are liable to be altered or regulated during the present appointment; if reduced by the operation of any official arrangement, the Deputy Postmaster-general will have a claim for compensation.

REMOVALS, RESIGNATIONS OR APPOINTMENTS.

W. J. Anstey, resigned October 1832.

Samuel Lefevre, Collector of the Customs, Barbadoes, nominated 19th February 1833; declined the appointment by letter, dated 4th April; received 28th May 1833.

S. M'Quoid, Distributor of Sea Policy Stamps, nominated 25th November 1833; cancelled 29th January 1834, the required security not having been given.

Lord Sussex Lennox, appointed 8th February 1834; resigned 3d September 1834.

John Wilson, appointed 9th October 1834.

On the decease of the chief clerk in February 1834, who was left in charge of the office by Mr. Anstey, Mr. John Wilson was appointed provisionally by the Governor, and performed the duties until the arrival of Lord Sussex Lennox.

PATRONAGE, whether exercised by the Treasury or by the Postmaster-general.

EXTRACT from a LETTER from *C. Wood*, Esq., Secretary to the Treasury, to the Duke of *Richmond*, transmitting Extract from Treasury Minute of 4th January 1833.

I ENCLOSE you an extract from the Treasury Minute which settled the first arrangement which was proposed relative to the Postmastership of Jamaica, and which explains everything that was in anyway connected with your department. It was sometime in May, that Mr. Lefevre signified his unwillingness to accept the Deputy Postmastership in Jamaica, and I immediately endeavoured to find somebody who would accept the office, so as to effect some arrangement for the benefit of the public service. One or two attempts failed, and you are yoursfelf acquainted better than I am with the date of the failure of the proposed arrangement with Mr. M'Quoid.

Extract from Treasury Minute, dated the 4th January 1833.

IT appears to My Lords that a favourable opportunity of carrying into effect some of the arrangements which My Lords have in view for the reduction of the public expenditure, in reference to such colonial establishments, is presented by the vacancy which has occurred in the office of Deputy Postmaster-general in Jamaica, the salary and emoluments of which the Chancellor of the Exchequer states to the Board appear, from the representation of the Postmaster-general, to amount to 2,000 *l.* per annum, but which his Grace is of opinion should be reduced to 1,500 *l.* per annum.

Upon inspecting the return of the Customs' Establishment, dated 2d March last, My Lords observe, that the salaries of the collectors of the customs at Barbadoes and Antigua, are each stated at 1,500 *l.* per annum. My Lords are of opinion that the salaries of both these offices should be reduced to 1,000 *l.* per annum. My Lords are further of opinion, that the salary of the Comptroller at Quebec, which is stated in the return at 750 *l.*, together with an incidental allowance to the present comptroller of 250 *l.* per annum, should be reduced to 650 *l.* per annum. In which four offices, by the arrangements hereafter detailed, a reduction of expense will be effected of 1,850 *l.* per annum. My Lords feel it to be their duty to avail themselves of the opportunity afforded by the vacancy already alluded to in the office of Deputy Postmaster-general in Jamaica, for giving immediate effect to the above reductions, the more especially as such reductions can thus be carried into effect without interfering with or diminishing the present emoluments of these officers, who are deserving of such consideration. In this view, My Lords will recommend to his Grace the Postmaster-general, to appoint Mr. Samuel Lefevre, the present collector at Barbadoes, to be Deputy Postmaster-general at Jamaica, with the reduced salary and emoluments, amounting to 1,500 *l.* per annum, and with all other privileges attaching to that office. Write to his Grace the Postmaster-general, that My Lords have considered the proposal made by his Grace to the Chancellor of the Exchequer, in regard to the filling up the vacant office of Deputy Postmaster-general by some arrangement which may effect the largest amount of saving to the public; and My Lords are much gratified by the opportunity which his Grace has thus afforded them of making a very considerable and immediate saving, in addition to the saving of 500 *l.* per annum, which his Grace proposes to effect by reducing the salary and emoluments of that office from 2,000 *l.* to 1,500 *l.*

My Lords have therefore to request that his Grace will appoint Mr. Samuel Lefevre, the present collector of the customs at Barbadoes, to be Deputy Postmaster-general in Jamaica, with the reduced salary and emoluments of 1,500 *l.* per annum, and with the privileges which have attached to that office; and acquaint his Grace that My Lords have much satisfaction in being able to communicate to him that, by the reduction of the salary of the office at present held by Mr. Lefevre from 1,500 *l.* to 1,000 *l.* per annum, and by other corresponding reductions in the general arrangements consequent upon Mr. Lefevre's removal to Jamaica, My Lords have been enabled to effect an immediate saving in the establishment of the customs in the colonies of 1,350 *l.* per annum, and consequently a total saving, including the reduction which his Grace has recommended of 500 *l.* in the salary of the office of Deputy Postmaster-general of Jamaica, amounting to 1,850 *l.* per annum.

SALARY AND ALLOWANCES.

THE salary and allowances, except for rent of office and taxes, actually paid, were carried to the credit of the public between 17th October 1832, the date of Mr. Anstey's appointment to Bath, and 22d February 1834, the period at which Mr. Wilson entered upon the duties of the office under the provisional appointment of the Governor.

The

The salary and allowances to Lord Sussex Lennox commenced from the date of his Lordship's arrival in Jamaica, and taking upon himself the duties of the office; viz. 22d May 1834, and continued until the office was transferred to his successor.

Pending the arrangements for the appointment of his successor, Mr. Anstey was allowed to retain the emoluments arising from the circulation of newspapers, in consideration of his continuing responsible for the collection and remittance of the public revenue.

BATH.

Years.	Postmaster-General.	Deputy Postmaster of Bath.	Salary. £.	Allowances.	Emoluments, Perquisites and other Sources of Income.	Net Income after Deductions.	——
1830	Duke of Manchester	J. Maule - - (appointed 1811.)	400	£. 90 per annum towards the expense of two Clerks.	Unknown, supposed about £. 250.	Unknown supposed about £. 520.	Descriptions of Emoluments for the Year 1834: Private boxes - - £. 60 10 – After-time letters and Bell-money - - 60 14 – Penny postages, *i. e.* pence on letters for Bath, dropt into the box - - - 118 16 11 Newspaper agency - 1 4 – Money-order agency - 7 – – Early deliveries - - Nil. Authority,—Long custom. Out of the produce of these Emoluments, the Postmaster has to make a sufficient income for two clerks, and to defray the charges of rent of office, fire and candle, and stationery.
1831	Duke of Richmond	J. Maule - -	400				
1832	Duke of Richmond	W. J. Anstey - (in October, in the room of Maule, deceased.)	400				
1833	Duke of Richmond	T. M. Musgrave - (in November, in the room of Anstey, dismissed.)	400		£. 252 (estimated.)	£. 516 (estimated.)	
1834	Duke of Richmond (resigned in July.)	T. M. Musgrave -	400		£. 248.	£. 503.	
	Marquis of Conyngham.						

Mr. Anstey, Deputy Postmaster-general of Jamaica for 10 years previous to his Appointment to Bath. Age unknown.

Mr. Musgrave, many years in the Public Service; Post-office Agent at Lisbon and Falmouth, and for the last nine years Comptroller of the Twopenny-post. Age 58 years.

EMOLUMENTS.

THE emoluments are fluctuating, and liable to be altered or regulated during the present appointment; if reduced by any official arrangement, the present postmaster will have a claim to compensation.

REMOVALS, RESIGNATIONS OR APPOINTMENTS.

J. Maule, died October 1832.

W. J. Anstey, appointed October 1832; dismissed November 1833.

On the dismission of Mr. Anstey, the Duke of Richmond offered the vacancy to Mr. Scott, the senior surveyor, then an applicant for a retired allowance, after 49 years' service in the Post-office, in lieu of the pension to which he was entitled of 430 *l.* per annum. The offer was declined on the ground of health.

T. M. Musgrave, appointed November 1833. The revision of the establishment of the Twopenny-post being under consideration, and the abolition of the appointment of Comptroller being contemplated, the Duke of Richmond appointed Mr. Musgrave to the vacancy at Bath, to relieve the revenue from the charge of his retirement allowance on the abolition of his office.

PATRONAGE, whether exercised by the Treasury, or by the Postmaster-general.

THE appointments to the Bath-office were made by the Postmaster-general.

SALARY AND ALLOWANCES.

THE salaries and allowances to Messrs. Anstey and Musgrave commenced from the dates at which they respectively entered upon the discharge of the duties of their office.

General Post-office,
6 August 1835.

Francis Freeling, Secretary.

POST-OFFICE.

RETURN relating to the DEPUTY POSTMASTERS-GENERAL of *Jamaica*, and the DEPUTY POSTMASTERS of *Bath*.

(*Mr. Wallace.*)

Ordered, by The House of Commons, *to be Printed*,
13 *August* 1835.

512.

POST OFFICE.

RETURNS to an Order of The Honourable the House of Commons,
dated 13 August 1835;—*for*,

1.—A RETURN, showing in detail the Number of PERSONS employed in the SORTING OFFICE, and in other Offices of the GENERAL POST OFFICE in *London*, on SUNDAY MORNINGS; stating the Hour at which they commence, and the length of time they are usually employed on duty on such occasions;—also, the Number of PERSONS employed in despatching the MAILS, and MAIL COACHES, acting under the Authority of the POST OFFICE on SUNDAY EVENINGS; stating whether the same Persons are so employed every Sunday Morning and Evening, or if the duty is taken in rotation.

FOURTEEN Bags are received at the General Post Office by the Mail Coaches on Sunday Morning, from Dublin, Edinburgh, and the principal Out-Ports, with Despatches, Ship Letters, &c., together with any Foreign Mails that may have arrived. The Despatches are selected; and the contents of any Foreign Mails, Ship Letters, &c. are taxed and sorted, to relieve the great pressure of the Monday Morning.

SORTING OFFICE.

One Clerk. One Ship Letter Clerk. Five Stampers and Messengers.

Attendance commences at 8 A.M. and continues for two or three hours, according to the business.

On occasions of the arrival of West India or American Mails by the Coaches of Sunday Morning, or any great number of Ship Letters from the Out-Ports, an extra number of persons are summoned upon duty.

There are no Clerks employed in the Sorting Office on Sunday Evenings.

FOREIGN OFFICE.

Three Clerks. Two Messengers.

These persons are in attendance in the building the whole of the day waiting the receipt of Foreign Mails; the time they are actually employed may be from two to three hours, or more, according to the arrivals.

SECRETARY'S OFFICE.

A Clerk is in attendance on Sundays, and throughout the week, day and night.

MAIL COACH OFFICE.

SUNDAY MORNING DUTY.

One Clerk attends at 7 A.M. to receive the Time Bills, and waits until the arrival of the last Mail Guard.

SUNDAY EVENING DUTY.

The same Clerk attends at 6 30 P.M. to date and deliver the Time Bills, and despatch the Guards at 7 15.

The duty is performed by three persons in rotation.

2.—A RETURN of the NAMES of all PERSONS whatever who receive LETTERS from the POST OFFICE on SUNDAY, with the Places of their Residence, and the Places at which their Letters are delivered; distinguishing those sent round by the Post Office Runners from those delivered at the Post Office.

No private individuals whatever receive Letters from the Post Office on Sunday.

3.—A RETURN of the LETTERS sent by MAIL CARTS, or any other conveyance, on SUNDAY, with the Names of the Parties or the Offices or Departments to which they are sent;—also, showing all those Persons who are allowed to send any Letters, Despatches, or other Documents, by the Mail Coaches on Sunday from London.

No Letters are sent by Mail Carts on Sunday.

Any Despatches that are received for the following Public Officers or Departments are delivered by Messengers.

Secretaries of State.
Treasury.
Admiralty.
Commander of the Forces.
War Office.
Council Office.
Irish Office.
Alien Office.
Woods and Forests.
Lord Chancellor.
Speaker of the House of Commons.
Postmaster General.

Despatches addressed to Foreign Ambassadors by Foreign Mails arriving on Sundays are delivered at their respective Residences by a Post Office Messenger.

No.

No private individual is permitted to send Letters by the Mail Coaches on Sunday from London. Letters or Despatches from the Public Offices are, in case of emergency, forwarded by the Clerk in Waiting (Secretary's Office), in charge of the Mail Guards, under cover to the Postmasters of the respective Towns, and entered upon the Time Bill. The number so sent last Sunday was 13, from the Offices of the Secretary of State, Admiralty, and Chancellor of the Exchequer.

4.—A RETURN of the NUMBER of SUNDAY LONDON NEWSPAPERS put into the POST OFFICE at *Hounslow, Barnet, Croydon, Romford,* and *Waltham Cross,* on SUNDAYS, from 1st August 1834 to 1st August current inclusive, giving the average Number, or nearest to it, if an exact Return cannot be given.

No general accounts are kept of the number of Newspapers put into any Country Post Office; but by accounts taken on Sunday last, it appears that the following number were posted at the Offices respectively named:—

Hounslow	317	Romford	91
Barnet	460	Waltham Cross	315
Croydon	11		

5.—A RETURN of the NUMBER of NEWSPAPERS sent from the GENERAL POST OFFICE in *London* by MAIL COACHES or otherwise, on SUNDAYS, by the Clerks of the Roads, or by other Persons employed in the General Post Office during the Twelve Months preceding the abolition of the privilege enjoyed by certain Public Servants in the General Post Office of supplying the Public with Newspapers.

— Nil. —

General Post Office,
August 22, 1835.

(signed) *F. Freeling,*
Secretary.

POST OFFICE.

RETURNS

Of PERSONS employed in the POST OFFICE on SUNDAYS; LETTERS and NEWSPAPERS sent and delivered on SUNDAYS, &c.

(Mr. Wallace.)

Ordered, by The House of Commons, *to be Printed,*
25 *August* 1835.

506.

POST OFFICE, GLASGOW.

RETURN to an Order of the Honourable The House of Commons,
dated 30 July 1835;—*for*,

COPY of any Instruction, Order, or Authority, under which the Deputy Postmaster of *Glasgow* suspended the Delivery of the LETTERS and NEWSPAPERS in that City by the LETTER-CARRIERS of the POST-OFFICE, during Thursday the 23d day of July current.

No such Instruction or Order was given to the Postmaster at Glasgow by the Authority of the Postmaster-general.

The annexed copy of a Letter from the Postmaster of Glasgow shows the course he pursued on the occasion.

" Glasgow, 3d August 1835.

" Sir,

" IN reply to your letter of the 1st inst. I have to state that I received no instruction, order, or authority of the description called for.

" I take the liberty, however, of stating to you the grounds on which I proceeded in not sending out the letter-carriers. The practice in the Post-office in Glasgow, and I believe throughout Scotland, is to observe every Church Fast in the same way as if it were Sunday. The office is open during certain hours for the delivery of letters, but the letter-carriers are not sent out. The principal cause of this is, that most of the places of business are shut up. Having no instructions from the Postmaster-general to follow any other course on this occasion, I considered it my duty to follow the previous practice; but as there was some idea that this Fast would not be so strictly observed as the Sacramental Fasts of our Church, which occur twice a year, I took it upon me to order the clerks and letter-carriers to keep the office open, during the whole day, for the delivery of such letters as might be called for.

" I am, &c.

(signed) " *Dugald Bannatyne.*"

" Sir Francis Freeling, Bart.
" &c. &c. &c."

General Post-office,
6 Aug. 1835.

F. FREELING,
Secretary.

POST OFFICE, GLASGOW.

COPY of any Instruction, Order, or Authority under which the Deputy Postmaster of Glasgow suspended the Delivery of the LETTERS and NEWSPAPERS in that City by the Letter-carriers of the Post-office, during Thursday the 23d day of July current.

(Mr. Hume.)

Ordered, by The House of Commons, *to be Printed,*
13 *August* 1835.

513.

MAIL COACH CONTRACTS.

RETURNS to Orders of the Honourable The House of Commons, dated respectively 1 June, 18 June, and 8 July 1835;—*for,*

— (1.) —

COPY of the REPORT regarding the CONTRACT for MAIL-COACHES, made by the COMMISSIONERS appointed in February last to inquire into the Management of the POST OFFICE; together with the Evidence, and likewise the Evidence taken upon this subject before the COMMISSIONERS of REVENUE INQUIRY.

(Lord Viscount Lowther.)

— (2.) —

COPIES of any further REPORTS made by the COMMISSIONERS appointed 9th May 1835, for inquiring into the POST OFFICE Department, on the subject of the MAIL-COACH CONTRACT, together with the Evidence taken before them.

(Mr. Labouchere.)

Ordered, by The House of Commons, *to be Printed,*
22 *June* and 8 *July* 1835.

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MINUTES OF EVIDENCE taken before the COMMISSIONERS appointed to inquire into the POST OFFICE Department.

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22. Contract for Mail-coaches between the Right Honourable Thomas Earl of Chichester and the Most Honourable James Marquess of Salisbury, His Majesty's Postmaster-general, and Mr. Vidler, dated 30 Dec. 1821 p. 81
23. A Return, showing the Total Expense incurred in each Year, for drawing, cleaning, oiling and greasing the Mail-coaches, from 5 January 1828 to 5 January 1835 - - - - - - - - - - p. 83
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25. Report of George Louis, Esq., respecting the Division of the Mail-coach Contracts into Three Districts; dated 4 June 1835 - - - - p. 85
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27. Letter from Mr. Thomas Clarke, respecting the Supply and Repair of Mail-coaches for Six Months after the expiration of his Contract; dated 15 June 1835 - - - - - - - - - - p. 87

—(1.)—

COPY of the REPORT regarding the CONTRACT for MAIL-COACHES, made by the COMMISSIONERS appointed in February last to inquire into the Management of the POST OFFICE; together with the Evidence, and likewise the Evidence taken upon this subject before the COMMISSIONERS of REVENUE INQUIRY.

TO THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY.

SECOND REPORT of the COMMISSIONERS appointed to inquire into the POST OFFICE DEPARTMENT, under the Treasury Minute of the 17th of February 1835.

SINCE the date of our Report on the subject of the propositions of the French Post-office, our attention has been directed, among other points, to the manner in which the Mail-coach Service is conducted by the Post-office Department; and as the contract under which the carriages are furnished will expire on the 5th of January next, we think it right to submit to your Lordships the evidence we have collected upon the subject, and the opinion we have formed that, by giving some of the principal coach-builders an opportunity to bid for the new contract, the service will be performed with equal efficiency, and on more economical terms than at present.

In considering this question, we were naturally led to inquire as to the system adopted by the proprietors of stage-coaches in conducting this part of their business; and, in addition to the evidence taken before the Commissioners of Revenue Inquiry,* referred to us by your Lordships, we are enabled to lay before you the examinations of three persons extensively engaged in that line of business†, as well as of two coach-builders, who are in the habit of providing stage-coaches‡; we also submit the evidence of the superintendent of mail-coaches, and of the present contractor§. The additional evidence we have obtained is confirmatory of that referred to us by your Lordships; and we are desirous that, in the consideration of this Report, the whole evidence, including that taken by the Commissioners of Revenue Inquiry, should be taken into account.

* App. Nos. 1, 2, 5, 6, 7, 8, 9, 10, 11, 12.

† App. Nos. 15, 16, 17, 18; Evidence, Messrs. Horne, Chaplin and Nelson.

‡ Evidence, Messrs. Waude and Wright.

§ App. Nos. 13, 17; Evidence, Messrs. G. Louis & F. Vidler.

Your Lordships will perceive that the Post-office and the proprietors of stage-coaches adopt the same system in respect to providing the carriages; that they are furnished by a contractor, who undertakes to have a carriage always ready for the service, and he is paid at a certain rate per mile.

Evidence; Mr. G. Louis, superintendent of mail-coaches, & Messrs. Wright and Waude.

The present contract was entered into by the Post-office on the 30th of December 1821, and its duration was for 14 years. Under this agreement the Post-office engage that the contractor shall be paid 3 *d.* for every double mile (1 ½ *d.* per mile each way,) in those cases where that price was allowed in the former contract, and 3 ¼ *d.* where *that* sum was allowed. It is represented that 3 *d.* may be said to be the price paid throughout England, and 3 ¼ *d.* in Scotland north of Edinburgh. The contractor has been also allowed by the Post-office the expense for washing, greasing, and drawing the carriages from the Post-office to his establishment in Westminster, which may be stated to amount to about 2,200 *l.* a year. There is a proviso in the contract, giving the Postmaster-general power to insist upon any improvements being adopted in the carriages that he may think fit; and there are stipulations enabling either party to put an end to the contract at any time short of the period of 14 years, on giving 12 months' notice of such intention. In the event of the Post-office so desiring to put an end to the contract, the Postmaster-general is bound in such case (giving 12 months' notice as aforesaid) to take the coaches, and all stock in use or cut and prepared for the use of the coaches, at a fair valuation; if, on the contrary, it should be terminated by desire of the contractor, the Postmaster-general has the *option* of taking the coaches and stock at a valuation, provided that he shall signify his option to take the same six calendar months before the determination of the 12 months.

* Mr. Horne's evidence.

† Evidence: Mr. Horne, Mr. Nelson, Mr. Chaplin, Mr. Waude, Mr. Wright.

Evidence: Mr. Wright, Mr. Waude.

In the evidence of the stage-coach proprietors and the coach-builders, it will be seen that the price paid for a stage-coach varies in general from 2 ¼ *d.* to 2 ½ *d.* a double mile, and that there are but few instances where it amounts to 3 *d.* It is also stated* that the carriage is in some trifling respects more complete, bars and luggage straps being considered a part of the equipment, which in the case of the mail-coaches are furnished by the horse contractors. The agreement is not always for *any* fixed period†, there being in most cases merely an understanding that 28 days' notice will be given before it is put an end to. All expenses for washing, drawing and greasing the carriages, are borne by the coach builders.

From this statement it will appear that the price paid for the mail-coaches is considerably more than the rate at which private proprietors procure their stage-coaches; and that the contractor for mail-coaches is allowed also the expense for cleaning, greasing and drawing the carriages, a charge which is not admitted in any instance, as we understand, in the case of stage-coaches.

Evidence; Mr. Wright.

We are fully aware of the greater facility of control and consequent efficiency that must be expected to result from contracting for the general supply of mail-coaches, thereby keeping a service of so much importance in some degree as an establishment under the immediate superintendence of the Post-office Department. We believe that the service has been well performed by the present contractor, and we would not recommend that it should be left to the contractors for horsing the mails to provide each a carriage for the conveyance of the mail at his own discretion, but we see no objection to such an open competition for the contract as would give the public the benefit of the fair market price at which coaches can be obtained; and should it be found difficult to procure one contractor for the whole, we are of opinion that, by dividing the contract for mail-coaches for Great Britain into two or perhaps three parts, persons would be found of sufficient capital to ensure the performance of the service with equal efficiency as at present, and who would very readily undertake each one of the portions, on terms at least as low as are now paid for the stage-coaches. In support of this opinion we beg to refer to the evidence of Mr. Wright, a stage-coach builder in a very extensive business, who states that he would be glad to undertake such a contract; and in a note subsequently received from him, he explains that he conceives the greater proportion of mails running out of London might be provided at 2 *d.* the double mile, and the country districts at 2 ¼ *d.* We have understood, however, that it would be difficult for any person to undertake a contract of that extent without some months' previous preparation; and as the present contract for mail-coaches expires, as we have already stated, on the 5th of January next, we beg to submit to your Lordships that it is expedient to call the attention of the Postmaster-general to the subject; and should the arrangement we have ventured to suggest meet your Lordships' approbation, you will perhaps think it proper to direct that he should give an early notice of the intended division of the new contract, and that he will be ready to receive tenders for the service, taking of course ample security for its due performance.

We would observe that Mr. Vidler, the mail-coach contractor, states that the sum received by him from the horse contractors for the hire of the carriages, and from the Post-office for drawing, oiling and greasing the same, amounts to 31,200 *l.* a year; the difference, therefore, between his contract of 3 *d.* for the double mile, and 2 ¼ *d.* for which Messrs. Wright and Waude conceive that coaches could be provided, being one-fourth, the saving in the new contract may be expected to be about 7,250 *l.* a year.

Mr. Vidler's evidence.

App. No. 23.

In concluding our remarks on the contract for mail-coaches, we think it right to draw your Lordships' attention to the statement of Mr. Vidler as to the notice which he conceives he has a right to demand from the Post-office, of any intention to discontinue his contract even on the expiration of the 14 years. We have procured a copy of the contract, which is annexed to this Report, and we submit that no stipulation to such effect is to be found therein.

We do not believe that the mail could be conveyed otherwise than in a carriage carrying passengers, as at present, without a considerable sacrifice of revenue. The average price paid by the Post-office for horsing the mails in England, is stated by the superintendent of mail-coaches to be 4 *d.* the double mile; although on some roads, where the speed has been increased, or where there is a difficulty in supporting a mail, it has been found necessary to allow as much as 5 *d.*, 6 *d.* and 8 *d.* the

the persons contracting engage to take a coach from the contractor for mail-coaches, and to pay him for the same 3 *d.* or 3 ½ *d.*, as the case may be; the hire of the carriage is thus entirely borne by the horse contractor, and, with the exception of the allowance for drawing and greasing the several coaches, the Post-office is at no other expense for conveying the mail on the great roads than the mileage paid for horsing the carriage. The mail is subject to the same duties as are levied on other public carriages; these also are defrayed by the horse contractor, and he is stated to pay to the Stamp-office 4 *d.* for every double mile run by him, besides the duty of 5 *l.* on the license for the carriage. It has been already stated that in the greater proportion of cases 4 *d.* is the sum received by him from the Post-office; and therefore in every such case the mail is in fact conveyed without any charge whatever to the public (except the allowance for drawing, cleaning and greasing the carriages), the horse contractor looking for his profit and remuneration solely to the fares for passengers and parcels, and the ordinary expense of running a coach being diminished, in the case of the mails in England, by the exemption from tolls.

With reference to the establishment of the office of the superintendent of mail coaches, we think it proper to remark that the lamps and oil for the mail-coaches are still provided by one of the clerks of that office, under a private agreement with the contractor, and that he derives an emolument therefrom. This circumstance was adverted to by the Commissioners of Revenue Inquiry, with the observation that, though they were not aware that any prejudice has ensued from it, they conceived it would be more consistent that such an arrangement should cease, on the general ground that the persons whose duty it is to control the service should not be permitted to have any beneficial interest dependent upon those who are responsible for its performance.

(signed) *Rosslyn.*
Lowther.
London, 29 April 1835. *Stormont.*

— (2.) —

COPIES of further Reports from the Commissioners for inquiring into the Post Office Department, on the subject of the Mail-coach Contracts, together with the Evidence taken before them.

TO THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY.

FIRST REPORT of the Commissioners appointed by a Treasury Minute, dated the 9th May 1835, for inquiring into the Mode of conducting the Business of the Post Office Department.

WE have considered the Report of the late Commissioners, on the subject of Mail-coach Contracts, referred to us by your Lordships; and having carefully examined the Evidence transmitted with that Report, we concur with them in opinion, that if the contract is thrown open to public competition, upon proper conditions, it is probable that the mail-coach service will be executed with equal efficiency as at present, at a reduced rate of mileage, and at the same time that carriages will be furnished affording additional ease and convenience to passengers. Appendix.

The contract for providing mail-coaches has continued in the hands of the same parties for the last 40 years, and has been hitherto performed at a considerably higher rate of mileage than that generally paid for stage-coaches, which varies from 2 ¼ *d.* to 2 ½ *d.* the double mile, while the mails are contracted for at 3 *d.*, and in some instances as high as 3 ½ *d.* App. 17, 18, 15. Evidence; Messrs. Vidler, Waude and Wright.

We also ascertain from the evidence that the expense of building the best stage-coaches is greater than that of the mails; while the uncertain duration of the contract, the probability of having the coaches thrown upon the hands of the contractor App. 13, 17, 14, 19, 16, 18, 15.

Evidence; Messrs. Louis, Vidler, Horne, Chaplin, Nelson, Waude and Wright.

tractor without any, or at best but very short notice, and the risk of bad debts which is incurred, place the contracts for supplying stage-coaches on a very disadvantageous footing when compared with the mail contracts; where the carriages are of a uniform and less expensive construction, the duration of the contract certain, and the payment guaranteed by the Post-office to the contractor.

We therefore feel justified in anticipating a very considerable saving, if the contract for supplying the mails, which expires on the 5th of January next, should be offered to public competition in such portions as may induce the more extensive coach-builders to make tenders.

We were desirous of obtaining the opinion of some person practically acquainted with the mode in which this important branch of the Post-office establishment has been hitherto conducted: we therefore requested Sir Francis Freeling to furnish us with such observations as might occur to him with respect to the present system and the proposed change.

Sir Francis Freeling's Report, App. No. 24.

To his report we would beg to direct your Lordships' attention: he states that the Postmaster-general had determined to act upon the suggestions of the late Commissioners, and to issue advertisements expressing his readiness to receive tenders for the contract, either in whole or in part, so as to meet any difficulty in finding persons of sufficient means to undertake the whole. He objects to a division of the contract into more than two parts, from the desire of having it confined to persons, who, from the amount of capital they must necessarily possess to enable them to undertake a contract of such magnitude, would thus afford ample security for its due fulfilment.

App. No. 24.

We entirely agree with the opinion expressed by the Postmaster-general, that the contract should not be divided into such a number of small portions as might induce irresponsible persons to make tenders, which, if accepted, would probably not be strictly executed, and consequently produce delay and embarrassment in the public communication.

Evidence; Messrs. Louis and Vidler. App. 13 & 17.

App. No. 15. Evidence of Mr. Wright.

The number of miles for which coaches are required to be furnished amounts to upwards of 13,000, and comprehends nearly the whole of the mail roads in England and Scotland; nearly 300 coaches are constantly in use, and being dispersed over the whole kingdom, it is necessary for the contractor to have establishments for repairing them in different districts. We think that from the extent of the contract, there would be great difficulty in finding any coach-builder, with the exception of the present contractor, who would be willing to make a tender for supplying so much as half the number of coaches required for the service of the Post-office, without considerably longer notice than the period, which now remains unexpired of the present contract consists of.

We therefore suggest the propriety of dividing the contract for supplying mail-coaches into not less than three portions, assigning certain districts to each portion, and specifying, as in the present contract, a maximum and minimum number of miles for which the contractor would be required to furnish coaches.

Mr. Louis's evidence, App. No. 13. Evidence of Duke of Richmond, App. No. 21.

A division into districts has been objected to, from the necessity there would be of one running into another's district to suit the places where the coaches are changed, and also on account of the routes by which the cross-mails are conveyed. We do not, however, expect that any great difficulty can arise, as power would of course be reserved to the Postmaster-general, in such cases, to limit or extend the line of road for which the contractor will be required to provide coaches; and also to assign the cross-mails, travelling through more than one district, to such of the contractors as he might see fit.

Mr. Louis's Report, App. No. 25.

We requested Mr. Louis, the superintendent of mail-coaches, to make a report to us of the best mode of apportioning the mail-coach roads into three separate districts, with a view to obviate as much as possible the difficulties which were supposed likely to arise from having three separate contracts.

We think the boundaries which he has assigned well calculated for keeping the lines of road in one district distinct from another, while at the same time the number of miles in each are nearly equal; and should it be determined to divide the contract, we beg to recommend that it may be done in the manner he has suggested.

The

The coaches now in use have been complained of, as being inferior, in point of structure and convenience, to the principal stage-coaches.

The safe and expeditious transmission of correspondence must, of course, be the primary consideration; but it must be kept in view that, as the contractor for horsing the mails derives the principal part of his emolument from passengers, it becomes an object with him, and consequently with the Post-office, to have carriages furnished equal in every respect to any others on the road. Unless they are so, passengers will of course prefer the stage-coaches, and the contractor be thus obliged to charge a higher rate of mileage for horsing the mails than he would otherwise do.

Great inconvenience has been occasionally experienced from want of sufficient room to contain the bags, which are at times heaped up on the top of the coach in a very unsafe state. We are led to believe that it will be possible, without increasing the weight of the carriage, to afford, by a different construction, more space for safely containing the mail-bags. We therefore recommend, in offering the contract to competition, that a general specification should be made of the description of carriage which is considered to be best suited for the safe and speedy conveyance of the mails; of the number of passengers to be carried; and of such other particulars as, in the judgment of the Postmaster-general, may be deemed necessary: and that coach-builders should be invited to make tenders for supplying such carriages, which, agreeing with these specifications, they might consider in other respects best calculated for the security and accommodation of the mails, and at the same time most adapted for expeditious travelling and affording the greatest convenience to passengers. Mr. Louis's evidence, App. 13.

By thus giving to coach-builders an opportunity of making tenders for furnishing coaches built upon the principles they think best suited for combining these different qualities, we are fully convinced that the Post-office will be enabled to select a pattern carriage for the conveyance of the mails superior to the present coach, and which will be contracted for at less expense.

With respect to the period of the duration of the proposed contract, it appears to us that it ought not to be more than seven years, a term which we have reason to believe would be sufficiently long to induce coach-builders to come forward, on moderate terms, to undertake it. We are also of opinion that the same conditions which give to the Post-office at present a power of requiring the adoption of any improvements in the structure of the coaches, should be continued, as well as those which enable either party to put an end to the contract upon giving a year's notice.

A sum amounting to upwards of 2,200*l.* a year is paid to the present contractor for cleaning, oiling and greasing the mails: Post-office Return, App. No. 23.

We beg to recommend that this charge should be entirely got rid of, in entering upon a new contract.

It appears that in private contracts no such allowance is made to coach-builders. Mr. Wright, in giving his opinion that the mails might be furnished at from 2 *d.* to 2 ½ *d.* the double mile, expressly states that he includes in that rate all charges for oiling, cleaning and greasing. Mr. Wright's letter, App. No. 15.

The period that remains unexpired of the contract is so short, that we were desirous of recommending that it should be extended for a few months.

The present contractor having complained of the necessity he had been under of laying in a large stock this year, being uncertain whether he should have the contract renewed or not;

We consider that, by allowing him to go on for four or six months longer, it would be of great advantage in enabling him to reduce his stock. And we conceived it would have been expedient for us to recommend such a continuation, as we were aware that even the most extensive coach contractors think six months' notice would be barely sufficient for making preparations for one of the three portions of the mail-coach contract. Mr. Vidler has, however, expressed his determination not to agree to an extension of his contract for so short a period as six months. Evidence of Mr. Wright, Appendix No. 15. Mr. Vidler's letter, App. No. 26.

We would therefore beg to impress upon your Lordships the necessity of taking immediate steps for receiving tenders for a new contract.

We recommend that the specifications and terms should be immediately prepared and submitted to your Lordships; and that they should be made public within 14 days from this date, in order that the Postmaster-general may be enabled to receive the tenders and make the contracts for the different districts on or before the 31st of July 1835.

We would further recommend that all the tenders and proposals should be referred to your Lordships before the contracts are completed.

Duncannon.
H. Labouchere.
12 June 1835. *Seymour.*

TO THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY.

SECOND REPORT of the COMMISSIONERS appointed by the Treasury Minute of 9 May 1835, for inquiring into the mode of conducting the Business of the POST-OFFICE DEPARTMENT.

Mr. Clarke's letter, App. No. 27.

SINCE our last Report, dated 12 June 1835, was submitted to your Lordships, we have received a communication from Mr. Vidler, offering to continue the mail-coach contract for six months beyond the 5th of January next, on the present terms, with the understanding that he shall not be required to supply new coaches for the Birth-day next year, and that such extension shall not operate in giving the Post-office the right of taking his stock at a valuation upon giving six months' notice.

We have already expressed our opinion of the difficulty there would be for coach-builders to make sufficient preparations for entering upon one portion of the mail-coach contract before the 5th of January next.

We therefore beg to recommend that the necessary steps should be immediately taken for extending the contract to the 5th of July 1836, the Post-office of course taking care to have proper security for its due fulfilment up to that period.

Additional time being thus obtained, we think that it will be desirable to postpone advertising for contracts for a short time; and that before doing so, the Post-office should endeavour to obtain a model or drawings, and particular description of a carriage to be adopted as a pattern from which the mail-coaches are to be constructed under the new contract. A great difference of opinion exists as to the structure of coaches most adapted for the service of the Post-office. We beg to suggest, as the means of obtaining the best information on the subject, that a general specification should be immediately prepared of such particulars as are deemed essentially requisite; and that coach-builders should be invited to send in models or drawings, with a detail of the mode of construction, an estimate of the expense, the quality of the materials, and the weight of the carriage which they would propose for the conveyance of the mails. As an inducement to coach-builders to make proposals, we recommend that a premium of 105 *l.* should be given for the model or drawings and description of the carriage which shall be most approved of. It should be made known that whilst safety, speed and convenience, are to be particularly attended to in the construction of mail-coaches, due regard must also be had to keep the expense within moderate limits, so that they may be furnished on terms at least as low as the best stage-coaches.

In adopting a model for the coaches to be supplied under the new contract, we do not intend to deprive the Postmaster-general of the power of requiring the adoption of such improvements in their construction as may from time to time be deemed expedient.

We recommend that a limited period (not exceeding three weeks from this date) should be allowed for sending models or drawings, and that they should be submitted to your Lordships, with all the particulars, before the premium is awarded. After a selection has been made of the description of coach to be used, no delay should take place in issuing advertisements for the new contracts; and we beg to suggest that tenders should not be received after the 15th of August, in order that the contracts may be concluded by the 1st of September.

(signed) *Duncannon.*
H. Labouchere.
Seymour.

18 June 1835.

TO THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY.

THIRD REPORT of the COMMISSIONERS appointed to inquire into the POST-OFFICE Department.

THE Commissioners having had under their consideration several communications between Mr. Vidler, the Contractor for Mail Coaches, and the Postmaster-General, in the first of which he declines altogether to carry on the contract beyond the 5th of January next, after having agreed to the terms proposed to him of continuing his contract to the 5th of July, are under the necessity of recommending to the Treasury that notice be immediately given to the public that Tenders will be received by the Postmaster-General on or before the 1st of August.

The Commissioners are also under the necessity, after the extraordinary conduct of the present Contractor, of recommending to the Treasury not to accept any Tender from him.

(signed) *Duncannon.*
H. Labouchere.
Seymour.

July 2, 1835.

APPENDIX.

MINUTES OF EVIDENCE taken before the Parliamentary COMMISSIONERS of REVENUE INQUIRY.

The Right Honourable *Thomas Wallace* in the Chair.

Appendix, No. 1.

Evidence of Mr. *William Lane*, 3 November 1825.

Appendix, No. 1.

Evidence of Mr. *William Lane.*

3 Nov. 1825.

THE Commissioners understand you are a contractor for mail-coaches; have you anything to state to them upon that subject?—The present way that we are working the mails upon I consider is very bad. I have a statement of the average of what the mails have produced; the whole earnings have been 3,163 *l.* per month for the double mile, for the Bath and Bristol and Exeter mail. We are obliged to keep a horse for every mile, and the expense of corn and things is got up so at present, and we are attacked so by other coaches; and there is a company have started coaches, and they say in their statement that there is no guard or coachman whatever to be paid by the passengers. Now by the mails we have guards who have got about half a guinea a week from the Post-office, and they are paid by the passengers, and we find it gives the company a great preference over the mails.

Will you state what is the specific allowance that you look for, as what you would consider a fair remuneration?—We have 1 ½ *d.* a mile allowed now, 3 *d.* upon the double mile, wherein we have got the guard to carry, and he is a tax upon our passengers; when those other coaches are carrying heavy loads, the mail is going without them.

Do the company's coaches carry a guard and a coachman?—Yes.

Then the difference between their fares and yours, is that which the passengers pay to the coachman and the guard?—Yes.

And that falls upon the profits of the coach, instead of upon the passengers?—Yes.

Then either they must be able to run cheaper than you do, or those people must be losing?—We do run cheaper than they do, but the passengers give the preference to them because there are no guards nor anything to pay.

Are those coaches much better than the mail-coaches?—Our stage-coaches are fitted up inside like a gentleman's carriage, but the mail is as plain as can be.

That again would make them more expensive?—It would make the mails more expensive; but we get the coaches miled cheaper than we pay for the mails.

Are you liable to the repairs of the mail-coaches?—No.

Are you liable to the repairs of the other coaches?—No, we contract with a coachmaker.

You receive 3 *d.* a double mile from the Post-office, according to the contract?—Yes.

Which 3 *d.* I observe you pay to Mr. Vidler for the coach?—We do.

Does the money that you pay to Mr. Vidler, and that the Post-office pays to you, come into your hands, or is it a mere transfer at the Post-office?—Mr. Vidler sends us bills to accept at nine months.

You never receive any money from the Post-office?—The money comes from the Post-office to meet those bills that are accepted.

In point of fact, do you receive the money, or is it merely a transfer of the money at the Post-office?—The money we receive from the Post-office is to meet those bills.

For those coaches which are run in which you have shares, and which are so good in point of accommodation as you state, for what amount do you contract with the coachmaker?—Twopence-halfpenny the double mile; but we pay 3 *d.* for the mails for the double mile.

Supposing the accommodation of the mail to be only what it is, could your coachmaker supply you with a coach as good as the mail, at a less price than 2 ½ *d.* a mile?—He says that his coaches cost him 40 guineas more than he could make the mails for.

If he was to make you a mail-coach, instead of a coach with the sort of accommodation that you state belongs to those stage-coaches, would he let you have it much cheaper than he lets you have those stage-coaches?—No, I do not think he would mile the mails at less than 2 ½ *d.* a mile.

Do you know why?—I do not know why.

What is the name of your coachmaker?—Mr. Williams, of Bristol.

What is the price of a stage-coach of that kind?—We pay about 160 guineas for it. I consider the mails ought to be lighter a good deal; the wear and tear of the coaches lies in the wheels.

The wear and tear of the wheels of those coaches must be the same, whether they are mails or other coaches?—Yes.

You

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Appendix, No. 1.

Evidence of Mr. *William Lane.*

3 Nov. 1825.

You consider the wear and tear of the mail to be less than that of other coaches, because it does not carry so much weight?—Yes.

Do you think the mails are more repaired than other coaches?—No.

Have they new wheels more frequently?—It depends upon how far they go.

Do you apprehend that the repairs of the mail-coaches that you horse, are more expensive than the repairs of other coaches?—I should think not so much.

Have you new mail-coaches as often as you have new other coaches?—No, the mails are not new so often as the other coaches; I cannot take upon me exactly to say how often there are new coaches.

Are the mails painted more frequently?—No, the other coaches are kept in better style than the mails.

Do they travel as fast as the mail?—Our day-coaches go as fast as the mail exactly, nine miles an hour.

Is the object of your representation to state that the allowance made to you by the Post-office at 3 *d.* a mile, is not, according to the present price of horses and the expense of feeding them, sufficient for the purpose?—It is not; for the mails are so attacked by other coaches, and we are only allowed to carry three outside; we want to be allowed to carry four outside, and we could do the business equally as well as we do now.

These coaches that you run are subject to tolls; now the mail is exempted from them; the profits therefore must be in some degree in proportion to the number of tolls to be paid upon the road?—We carry seven more passengers by our coaches, and luggage.

What do you calculate the value of the tolls upon the road, for the mail-coaches?—From here to London it would be somewhere about 12 *l.* a week in tolls, about 600 *l.* a year.

Do you consider the tolls high or low on the Bristol road?—The tolls are very high from here to London.

Higher than they are on most other roads?—I think so.

The same payment is made for the mails all over England, is it not?—Yes.

Then you are rather in a better situation than the mail-coach proprietors on the other roads?—The other roads have not so many coaches upon them; there is a very large thoroughfare from Bristol and Bath to London.

How many coaches are there daily from hence to London?—About 15 or 16.

Are the tolls to Exeter heavy or light?—Very heavy. The Exeter mail is very bad; that has only earned 3 *l.* 8 *s.* per month. My partner and myself have been having some conversation about the mails; if there is not something or other done, we cannot keep them on.

What allowance should you require to make them answer to you?—I think that we ought to have as much again for carrying the bags and the guard as we have; we have now just the coach found us.

You want to have 3 *d.* a double mile in addition?—Yes.

What does a horse cost to keep for a week?—A horse will cost a guinea a week.

What does the payment you receive give you per week per horse?—We should have four guineas a mile to make a guinea a horse; it gives us about 19 *s.* 3 *d.* a horse.

What do you reckon the wear and tear and casualties of the horses at?—Three shillings a week upon each horse.

That calculation is formed upon a long experience?—Yes.

Have you had any communication with Mr. Johnson at all?—No, we have not seen Mr. Johnson this twelvemonth, I think.

Are you the immediate contractor with the Post-office?—Yes.

What distance have you got?—We horse the Bristol mail 19 miles, and the Bath and Exeter 22 miles.

Then other proprietors horse other portions?—Yes, they join in the contract; they sign it as well as we.

Do you know all the proprietors all the way to London?—Yes.

The Bristol mail has been a very good mail, has not it?—It used to be formerly, but it has dropped off the last two or three years very much.

What is paid by a passenger from Bath to London by the mail?—By the mail the fare is 2 *l.* 8 *s.* inside, and 1 *l.* 5 *s.* out. To Bristol, 1 *l.* 12 *s.* inside, and 1 *l.* 8 *s.* outside.

In addition to that, he has to pay the guard and coachman?—There are two guards besides the coachman.

What is paid by one of the other coaches?—The fares of the day-coaches at this time are 1 *l.* 18 *s.* inside, and 18 *s.* out.

They carry as many inside as the mail?—Yes.

Then the difference is in the number that they carry on the outside?—Yes, and the luggage and the parcels.

What do you reckon you make per mile by those coaches now?—More than 5 *l.* a mile per month.

Does that arise from the additional number of passengers that go?—Yes, and the preference that is given to riding by day instead of by night.

Who regulates the price of the fares of the passengers in the mail?—The proprietors of the mail.

How many mails do you run?—We have the Bristol mail, the Bath mail, and the Exeter mail.

Does the Bristol mail carry the bags from Bath to London?—No, the Exeter mail carries the bags from Bath.

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Appendix, No. 1.

Evidence of Mr. *William Lane.*

3 Nov. 1825.

What bags does the Bristol mail carry, besides the Bristol bags?—Any bags as far as Chippenham and Calne, which the other mail does not go through. The Exeter mail goes through Devizes.

Suppose the Bristol mail, instead of going by Bath, went by Marshfield and Chippenham, would that be any inconvenience?—As far as the Bristol mail goes, one-half what they carry now is taken up at Bath; they would have no trade the Marshfield road; it is a bye-country; a great deal of the business that is done now is taken up at Bath; the mail would not exist, I think, upon those terms.

Appendix, No. 2.

Evidence of Mr. *Walter Williams.*

Mr. *W. Williams.*

THE Commissioners understand, that you are in the habit of supplying a great proportion of the coaches which go from Bath?—Yes.

How long have you done that?—I have done that for, I think, 11 years, when the York House Coach started first.

Have you ever built any mails?—I made one about a fortnight ago for Captain Burdett, which I sent down to Exeter just for his own use.

Did you make it exactly as you would have made a mail-coach?—Yes, I did exactly.

Therefore you know perfectly how both the mails and the stage-coaches are found?—Certainly.

Which are the best found of the two, with respect to construction and finishing of the machine altogether?—We fit the coaches up in a different way for carrying the load that they do, and that and the fitting of the inside of them makes a difference of about 40 *l.* in the expense of the coaches.

You contract for the supply of those coaches?—I do.

What is the difference in the wear and tear of the mails and the other coaches?—I should not consider there is any great deal of difference in the wear and tear; the mails generally go faster, but the coaches carry so much more weight and wear the wheels out, and the friction is upon the axle-trees.

Is there more wear and tear upon the stage-coaches than upon the mails?—Yes; because they carry more weight.

Is there any competition with respect to the mail-coaches, or is it a bargain made by the Post-office with the individual, without their ever asking any questions whether anybody else can supply those coaches cheaper or no?—They have been found by one individual; some friends of mine over in Wales, to whom I have sent some coaches, have tried to be supplied by me with coaches.

You know Mr. Vidler receives 3 *d.* a double mile?—Yes.

How much less do you think, supposing a manufacturer had, as Mr. Vidler has, to supply all the mail-coaches, and with the same advantages with respect to acceptance of bills and everything else, they might be done for?—I should think at 2½ *d.* a mile.

When it appears by the evidence of Mr. Lane, those coaches, the expense of building and finishing which is so much greater, and upon which there is so much more wear and tear than upon the mails, are supplied at 2¾ *d.* a mile, surely an inferior description of coach, such as you describe the mail to be, might be supplied for a less sum than that?—There has been lately an alteration with Mr. Lane. It depends very much upon the rate at which the coach goes; there are some of the coaches that do not run above six miles an hour; we find the fast coaches wear a good deal faster than the slow coaches, and we have no expense of washing and greasing.

The Commissioners understand you to state, that there is more wear and tear upon the stage-coaches than upon the mails?—The mail runs nine miles an hour, and the other coaches run only six or eight.

But some of the coaches run nine miles an hour?—Yes, some of them do. I wash them, and oil them; my axle-trees on all the coaches are upon the same principle as the mail-coaches.

You know that Mr. Vidler draws his bills in advance, and therefore has his capital found him; would not that advantage, and the advantage of the less wear and tear, and the inferior construction of the mail-coaches, make more difference than a halfpenny a mile?—No, that halfpenny a mile amounts to a great deal of money.

Supposing that you had, instead of 20 coaches, 150 coaches to make?—I have I suppose not less than 120 on the road. I do not see how it could be done for less than 2½ *d.*, because the oiling and the washing makes a considerable difference.

Did you ever make any proposition to the Post-office to do it for 2½ *d.*?—No, I do not think I did to the Post-office; my friends in Wales wished me to make the Welsh mail-coaches, but Mr. Johnson has always said that he had just made a fresh contract; or else they wished me to supply the coaches.

Has there been more than one application made to Mr. Johnson upon that subject?—I cannot exactly say to that purpose, I think two or three.

How long ago was the first made?—About three years ago.

How long are the contracts usually made for?—I think Mr. Bradley told me they were for three years.

Do you know whether there is any other contractor for mail-coaches than Mr. Vidler? —No

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Evidence of Mr. *W. Williams.*

3 Nov. 1825.

—No, I do not know that there is. I have two short mail-coaches in Wales; there is one from Cardiff to Merthyr, and another from Abergavenny to Merthyr.

At what rate do you supply them?—I have 3 *d.* a mile for them.

What is the reason of that?—It is a short distance, and that is all I have of them. I am paid 3 *d.* a mile for some of my coaches now.

Are those coaches fitted up more expensively or less expensively than the mails?—They are fitted up rather more expensively, the inside of them.

What is the first expense of a coach?—The first expense of our stage-coaches is for some of them about 200 *l.*

What is the expense of a mail-coach?—About 140 *l.*, in the general way that the mail-coaches are done now.

At what do you rate the expense of the wear and tear of a mail-coach for a year, for instance?—I cannot exactly answer that; I make a calculation upon every fresh coach that I start, what the wear and tear will be.

When you make a bargain to furnish a coach by the mile, what do you reckon as the interest of the money that has been employed upon the construction of the coach, and what the money that she will require to keep her up?—I should not think there is a halfpenny a mile got by it.

Should you think half goes for the repairs?—Yes, more than half.

How often does a London coach require new wheels?—The London coaches wear the tire of the wheels in six weeks or a month.

Do you mean by that, that they require new wheels?—Not new wheels every month, but a new tire upon the wheels.

How often new wheels?—Once in six months, I should think.

What do you calculate the profit per mile upon the coaches that you contract for?—I should not think it would be a farthing a mile got by it, taking the first price of the coach, and taking the repairs.

About a farthing?—Yes.

Do you think if the Government were to advertise they could not get the mails done for 2 *d.* a mile by contract?—I should think not; if it was done in that sort of way, it must be given in by a person that did not know anything about it.

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Evidence of *Francis Freeling* and *Charles Johnson*, Esqrs., 8 December 1827.

Francis Freeling and *C. Johnson*, Esqrs.

8 Dec. 1827.

(*To Mr. Freeling.*)—WILL you state upon what principle the lines of communication have been arranged?—We begin by taking the great public lines, those combining the interests of towns supposed to be in close and immediate communication with each other, and also with the places from whence, for instance, the mail-coach may first depart, and the place at which it may last arrive.

In making that arrangement, do you take some great town with which there is considerable communication with the Capital, and consider that as the point to which your line is to go?—Precisely so. I can illustrate that, if it be necessary, by a good variety of instances; for instance, from London to Bristol, there might be a nearer road probably from London to Bristol; we have found it to the interest of correspondence perhaps that we should take Bath in our way; Bath is a place generally travelled through on the road from London to Bristol. I would take the road from London to Leeds as exemplifying a part of my position; we might find a nearer road from London to Leeds for the mail-coach to travel than that which it now pursues; but for the purpose of uniting those great and important places, we go through Nottingham, Mansfield, Sheffield, Barnsley and Wakefield, to Leeds. Pursuing the same line of argument, we might send the mail-coach to Glasgow a nearer road than we now do; we purposely send it through Leeds, Leeds having a great communication with Glasgow and all that part of the country. By taking Leeds the detour may be about seven or eight miles; and that is the reason why we do not prefer the shortest road. We have also another mail-coach from London to Glasgow, through Manchester and Carlisle, connecting all the interests upon that road, and the mighty and important interests that flow into it; I allude to the correspondence from Falmouth to Exeter, Exeter to Bristol, Bristol to Birmingham, and Birmingham to Manchester.

Your principle is this, that you take from the Capital a line to some great commercial town which has great communication with the Capital; you consider that as your line, including within that line as many of the large towns and populous places as may be in your power?—Yes, that is what I mean.

Having done that with respect to the lines directly from the Capital, do you apply the same principle to the communication from one large place to another in the country?—Exactly so; we find the best points at which we can diverge from the main line; all that must in a certain degree be fluctuating, inasmuch as our object is to combine all that may come up that main line, and all that may go down. We find out the best points from which the correspondence to the branches may be dispatched, so as to prevent the detention of any letters for those main branches or great lines, that we may avoid the detention of a considerable part of those letters until the next day.

How

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Evidence of *Francis Freeling* and *C. Johnson*, Esqrs.

8 Dec. 1827.

How do you connect those lines with each other?—That must be the result of reflection and study, as to the parts and the importance of the correspondence which is so to be provided for.

The Commissioners are aware that you have lines which cross those; those lines are parts of great lines themselves frequently?—They are.

Where two great lines approach each other, do you then establish cross posts between the two?—Always in cases where the correspondence is material, and where we see that we shall of course not do it at great loss to ourselves.

In all cases where you see the two lines are apt to mix with each other?—Yes, precisely so; that is our principle.

In those cases where there is that near approximation of roads, and no communication between the two places, would it be a very expensive thing to the Government in all those cases to create a communication?—I think exceedingly expensive, and that it would have no other object than to unite perhaps the two towns, inasmuch as the arrival of any correspondence on the two lines might not be at the proper point of time; it might arrive at the place after the mail-coach had gone up or down, and then that correspondence could not be forwarded. For instance, we found it necessary very recently to open a communication between Farnham and Guildford, two principal places, but there is no one letter that can by possibility get from Farnham to Guildford, either for the upper part of the road or the lower, that can be accelerated; it is a mere local communication, advantageous as far as it goes, but not for the purposes of transit. I found there were a good many villages on the road between these two places; we put those under a penny-post, a penny-post from Farnham and a penny-post from Guildford, meeting each other, and we thus opened a communication; it perhaps would not have been thought of, but for that consideration coming so much in aid of the expenditure incurred in opening the communication.

In that case you think nothing material is saved by the not putting the letters in, and letting them go round and be received in the common course of post?—I think that by the circuitous route, in many of those cases, the circulation in point of time is the same.

It however is a great expense to the persons whose correspondence is thus carried; they pay the postage for the circuitous route?—Yes, they pay the postage for the circuitous route; it never being, however, an object to the Post-office to make the route circuitous to increase the rates of postage.

In many cases the grievance is not so much the period of receiving the letter, as the expense incurred by the circuitous route to the individual; a man feeling himself aggrieved by having to pay for a much greater distance than that he would travel?—Yes, and of course he will be under the necessity of having a mode of conveyance for his letters not belonging to the Post-office. I had the means of knowing that there were some 30 or 40 letters, perhaps, in the course of a week, conveyed between Farnham and Guildford, by market-people, and so on; by setting up this post we got all those letters into our own possession, a revenue arising of course upon each, and coming greatly in reduction of the expense that was incurred in setting up the post.

How far would it be desirable in those cases where the communication was to a certain extent, to establish between the towns so circumstanced, under the authority of Government, a penny-post?—That is an object we aim at in all cases where the subject comes before us.

The rates of charge for letters are settled by Act of Parliament, according to the distance?—Yes, they are.

Has there ever been any question raised as to the legality of the charge according to the distance, where it was by a circuitous route?—There has; but our solicitor is of opinion the Act is sufficiently clear, and that the charge is justified.

The effect of every improvement is to reduce the income of the Post-office?—It must in many cases have that effect; I do not know that in 10 years there have been 10 instances of loss of postage in consequence of the improvements in the routes. The rates of postage to the distant parts of the kingdom are certainly too low in proportion to the rest, but it was felt that the price of the communication must not be made too high to remote places.

Have you officially been in the habit of adverting much to the possibility of creating new lines of communication?—It is my daily practice and my duty, and indeed with great anxiety, to multiply them to the utmost.

Have you also been in the habit of considering much the expediency of curtailing those which do exist, in certain cases?—I should think not, knowing that where an accommodation has been once given by a public office it is not easily relinquished, and not knowing any particular case where that could be done with propriety. I allude now to established communications; they are frequently altered, and always with the object of improving.

Does the opening of a new line of communication never lead to the discontinuance of a previously formed line of communication?—Yes, that is of course always a subject of consideration.

When you alter a line of communication do you abandon the former line, or do you continue the coach upon the former line, adopting the new line as an additional accommodation?—It depends entirely upon circumstances; I should say that, chiefly, we abandon one line and prefer another.

In giving a preference to one over another, are you governed by the same principle which you have stated as governing you in the original establishment of lines of communication;

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Evidence of
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munication; that is, the carrying it from one point to another, and communicating as much advantage as you can to the greatest proportion of population in the course of line you adopt?—We invariably prefer the greater object to the smaller.

You are aware that the rate of communication between different places where the towns touch upon the Metropolis varies greatly from those which do not happen to fall within the line?—Certainly.

What is the reason of that?—That appears to me to enter necessarily into the case.

It appears, from a return you have sent, that the expedition of the communication between Harwich and Lynn is not equal to three miles and a half an hour; by the actual route by your London lines you travel nine miles an hour; will you have the goodness to explain why that difference exists?—Unless there should be a post set up expressly for the purposes of Lynn and Harwich, that could not be in any sort of way remedied. I am not sure at this moment whether the letters do not come up to London. The establishment of a cross post would be to incur a very great expense, without, I think, a commensurate object.

Has it ever been considered whether the making direct lines across between places of importance, and connecting the intervening parts, might not answer as well as the direct lines from London to those points?—I think there would be no comparison whatever; that it would be a great expense, and there would be very few letters to convey.

Take the instances of Falmouth and Hull, for instance?—I should conceive the communication between Falmouth and Hull is almost as perfect as it can be. In crossing the country they cannot go exactly as they do, in straight lines, from London, they must wait for the coming in of another mail from Hull to Falmouth; and when they get to Bristol and to Birmingham and to Leeds, they have to wait the coming in of the mail-coach from Manchester, for instance.

From Harwich to Liverpool the rate of travelling, as appears from a return, would scarcely exceed five miles an hour?—No, for the reason I have just stated. There was an application from Liverpool a considerable time ago, but the sole object was not the correspondence of Harwich with Liverpool, but that they might get their letters to Harwich so as to sail a day sooner; that was fully considered; the expense appeared to be enormous in effecting that measure, and the Postmaster-general did not think it right to encourage it.

Upon what principle do you determine upon a mode of conveyance between place and place?—We are exceedingly glad to obtain the conveyance by mail-coach in all possible cases, bearing in mind a regulation of the Treasury some years ago, that we were not to set up mail-coaches in indifferent cases, inasmuch as it might be considered to be an unnecessary burthen upon the turnpike tolls of the country. But on all practicable occasions we prefer a mail-coach, and for a very obvious reason; we give to the public a better mode of conveyance, and I am happy to say we give it also at a cheaper rate than we can do it, perhaps, by any of the horse-posts or the mail-carts that we in many instances are under the necessity of employing.

Do you mean to say that it is only a question of expense?—No; we know we are giving greater security and greater facilities. Mails by coach are conveyed with greater speed and at less expense than by other conveyances; but we can only set up a coach where we find parties ready to make a contract with us. We cannot find, on all the roads of the country, persons willing to convey the mails by coaches.

Would you, if it was at your option, prefer conveying the letters by mail-coaches where they are carried by horses now?—Certainly.

It is only from the want of the option that they continue so to be carried?—Yes.

Has it ever occurred to you that it might be possible to convey the letters more cheaply and with equal facility, by a contract for the conveyance of those letters by persons who have other coaches; not confining yourselves to the mail-coaches?—I think there are material objections to that; but this matter has been the subject of considerable discussion at various times, and I would beg to refer particularly to Mr. Johnson upon that point. I think he will give the best information upon it.

(*To Mr. Johnson.*)—Supposing it was found desirable to abandon the mail-coach system altogether, how far do you think it might be possible to avail yourselves of the actually existing public carriages, with a view to the circulation of the letters; the word possible including practicable and convenient and desirable?—I think that sending the letters by coaches, perfectly free of any engagements with the Post-office except the carriage of the bag, would very soon deprive us of all the advantages of the actual mail-coach system. I think the conveyance of letters in that mode would be very insecure; that it would be very irregular; that the coaches continually changing their hours, and subject to scarcely any control, could not produce any of those advantages to the public which the present system affords.

Would it not be possible to enter into conditions with private coach proprietors?—Then it would be the same thing, if we entered into any positive conditions with them that they could not shift their arrangements.

Do you think any advantage to the public, in point of economy or in any other way, would arise from adopting such a system?—I think quite the reverse; that there would be every sort of disadvantage in that system.

Take the example of a coach running to Brighton; do you think you could contract with the proprietor to carry a guard and letters at a cheaper rate than you do it at present?—I do not think it would be done any cheaper. I think it would be very easy to make

make a contract with them to take a guard and letters, but it would be a complete departure from the original plan; namely, that the coach should carry very few outside passengers, and not be liable to the obstructions arising from a number.

There has been a great improvement in the common stage-coaches of late?—Yes, certainly. I think one thing is quite certain, that a mail cannot be so safe with 10 outside passengers as with only three, and where the back of the coach is reserved for the guard.

Has this subject ever been under consideration?—Yes; and it has been suggested in applications from towns to the Post-office. It has been stated, there is a coach going to such a place, let it carry the bags. We say, no; that if we were to put bags into coaches with 10 outside passengers, we should soon destroy our regular mail-coach system; that we should not be able to preserve coaches with the limitation of outside passengers if we adopt this new system.

What have been the circumstances favourable to the adoption of such a plan, which have been represented to you?—There have been no circumstances which have been considered by Mr. Freeling and myself as favourable to the sending bags with so many outside passengers.

You estimate the security of the bags as arising from the small number of passengers? —Yes, in a great degree, for it reserves the back part of the coach entirely to the office. I do not conceive that a coach carrying 10 outside passengers ever could accomplish the same speed as the common mail-coaches; it is not that they could not go as fast if the passengers were all sitting still, but the interruption of taking up and putting down so many persons makes the work more difficult than with the present limited number of passengers.

If a coach was found that would carry only four outside passengers, would your objection be removed?—That would make the private coach essentially a mail-coach.

If there were such a coach, would you have any objection to contract with it?—If we wanted a mail-coach where one does not now exist, we should readily contract with any proper persons who would carry only four outside, and comply with the other limitations. We have two classes of mail-coaches, the London mails carrying only three, and others carrying four.

Have the goodness to explain the difference between mail-coaches of the first and second class?—There is no other difference at this moment, but the circumstance of their carrying four outside passengers instead of three.

What has led to the establishment of the second class of coaches?—Before I was superintendent of mail-coaches there was a distinction: a mail-coach from London originally carried only one; I am not sure whether the others carried two at that time, but I recollect that when the London carried only two, the cross-country coaches carried three.

Do the second-class coaches go as fast as the first-class coaches?—In some cases; not in all.

What objection have you found practically to the second class, as compared with the first?—I do not find any practical objection; I must allow that four people on the outside are the occasion of more hindrance than three, but I do not consider that they create a real obstruction.

Do you gain any benefit in the contract by allowing four outside passengers?—Yes, I think that we are sometimes enabled to make a contract with that number which we could not if we allowed only three.

You do avail yourselves of private coaches in some instances for the carrying of letters, do you not?—Yes; I think the most material exception is the coach between Ipswich and Yarmouth, which is allowed to carry seven outsides; the consequence is that three of those outsides must ride behind with the guard, to which I have a great objection. There is another instance between Oxford and Bristol, which has been established for a great number of years, and is allowed to carry 10 outsides; the reason of that is, that the road is supposed to be incapable of supporting a mail with a less number; there is very little business except at the commencement and termination of the Oxford terms, when a good many students are passing. The thing has been tolerated from time to time rather than incur a greater expense.

Do you mean to state that those two coaches are coaches under contract with the Post-office, but under contract with an exception made in their favour in that particular?—Yes, precisely so.

Is the contract through Mr. Vidler in exactly the same way?—No; the contractors I have alluded to have their own coaches; they are private in that sense.

Is there no other instance of such coaches?—Yes, a coach from Chester to Northwich, and the Basingstoke and Winchester, which is a London and Southampton coach, and carries a bag between the two former towns, of which I have been always complaining.

Of what have you complained?—Of the badness of the precedent.

Have you found any inconvenience arise out of the employment of those coaches?—They provide practically for the conveyance of the letters.

How far, in your opinion, would it be advantageous to substitute private coaches travelling in the same direction, where you could avail yourselves of them, for the carts or the horse-post you now use, between place and place out of the great lines?—I think we could not substitute the stage-coaches for the horse-posts for any considerable distances, without setting such an example as would render it almost impossible for us to make contracts in the regular way. If I were negotiating with persons for a new mail-coach, or the continuance

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continuance of an old one, we should be told, you have allowed a bag to go with ten outside passengers; why will not you allow this to us? I think that would be putting a difficulty in the way of the establishment of a regular mail-coach, which would perhaps oblige us to raise the price.

That applies equally to the substituting those coaches for carts?—Yes.

What is the comparative cost of the conveyance of letters by those subordinate means of conveyance and by the mail-coaches?—The prices of the horse-post are very various, from a low price to a very high one, according to the circumstances. If I were to take a horse-post at 8 *l.* per mile per annum, which is a low estimate, the difference then would be as between 5 *l.* and 8 *l.*

(*Mr. Freeling.*)—The expense of conveying the mails by horse or cart is certainly more than by conveying them by mail-coaches.

(*Mr. Johnson.*)—The difference is at least in the proportion of five and eight. Then it should be recollected those coaches, when they cost the Post-office 5 *d.* per mile, are all along contributing the same sum to the Stamp-office. For the mail-coach from London to Exeter we pay 1½ *d.* a single mile, or 3 *d.* the double mile: that coach, for every journey it goes, pays the Stamp-office 5 *d.* the double mile. It contributes precisely the same to the Stamp-office as a coach carrying 10 passengers.

When you speak of 5 *l.* and 8 *l.* per mile, what do you mean?—Per annum; if a stage of 10 miles is paid for at 8 *l.* per mile, the man receives 80 *l.* per annum. I estimate a mail-coach, including the guards, at 5 *l.* per mile. In some instances the horse-posts have amounted to 10 *l.* and 11 *l.*

How do you decide, on any particular road, whether the letters shall be carried by a horse-post or by a mail-cart?—A horse-post and a mail-cart are synonymous with us; if the contractor thinks he can do it cheaper without a cart, that would not be insisted upon; he settles with the surveyor at the time.

Will you state the nature of the contracts entered into by you; if letters are to be conveyed from hence to Bristol, or any given place, and there are several places that are connected with that route to which letters are to be conveyed as a part of that route, in what way would the contract be made, so as to secure the conveyance of the letters not only in the direct line, but to every point dependent upon that line between this place and Bristol?—If they are letters to the places on the mail-coach line, the coach carries them; but we carry letters to no towns or villages where we have not some establishment of our own: where we have, then at every one of those points we leave a bag of some sort.

Your great line is by mail-coach, but there may be points diverging from that, where you use foot-post, or a horse and cart, or a horse-post: to cover one of those great lines, with its dependencies, how do you make your contract; is it all made with the same set of people who furnish the mail-coach, or one contract from London to Bristol straight, and other contracts with others who convey the letters which diverge from the line?—The mail-coach contract is perfectly distinct from the others. The first is made with persons who agree to work the coach in our time and according to our rules; that being done, we take up the consideration of what we call the dependencies, and arrange the branch posts according to the nature of the cases, the distance of the towns, and the importance of the letters.

Those are all under the control of the Post-office?—Yes.

Do you make contracts with the same individuals for the conveyance of those letters, or do you, on the part of the Post-office, make contracts with other individuals to take them up at certain points, and distribute them?—It very rarely happens that any of the persons who enter into the mail-coach contracts have anything to do with those cross posts; all those contracts are made individually by the surveyor, and reported to the Post-office by him; they form no part of the contract with the persons who engage to convey the mail along the main road. But there may be an exception; for instance, the mail-coach contractor has sometimes taken the horse-post to Weymouth, and at other times it has been in different hands.

There is, generally speaking, a subordinate contract for each road?—Yes; it seldom happens that one man has two rides; it does sometimes happen.

Does your office apply to the three parts of the kingdom, or to what part?—To Great Britain.

When you make a contract with a company of persons for the conveyance of letters from London to Bristol, for instance, what are the points provided for in your contract?—First, that they shall leave London at eight o'clock at night; that they shall perform the journey in a certain time, according to the time bill; that they shall arrive at every place on the road within a given time; that they shall return from Bristol at the time agreed on, and arrive within a certain number of hours; that they shall carry only three outsides, and shall carry a guard, to be paid by the Post-office, and to be responsible only to the Post-office; that they shall take a coach built at the mail-coach manufactory. These are, I believe, all the principal points of the contract; and that the price shall be 3 *d.* per mile, or whatever may be agreed on.

Do you make the same contract, with respect to time, for every road?—No; it varies according to circumstances.

What are the circumstances on which you vary the contract?—The rapidity of a mail-coach depends upon the importance of the object. It sometimes is not an object to go at so great a pace; at another time it is not possible to find contractors who will go the pace which is desirable; there may not be a sufficient competition of coach proprietors on the road to enable us to go the pace we wish. In other cases, as Liverpool and Glasgow, where

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where it becomes an object to get the letters in the evening however late, it becomes the duty of the Post-office to find persons to second their views; and on those roads and others the mails have been greatly accelerated.

Have the contracts been made in consequence on higher terms?—In the first accelerations there was no increase of expense, but when the public expectation became stronger we found it absolutely necessary to make a small increase on the mileage.

What is the highest increase you have had to make for the acceleration?—The highest increase we have had to make for acceleration, I should say is an advance from 3 *d.* to 5 *d.* per mile, an allowance equal to the stamp duty.

On how many roads do you pay 5 *d.* per mile now?—I cannot name the instances now, but some of those allowances are considered as temporary. I shall avail myself of the first opportunity of reducing those.

What are the greatest differences of rapidity you allow; what is the fastest and what the slowest coach?—I think that a regular mail of the slowest pace does not go less than eight miles an hour, except perhaps here and there a stage upon a particular road; and that the fastest pace is ten miles per hour. I speak of the rate according to the way-bills, exclusive of stops for official business.

In forming your contracts, what extent of road is usually included within one contract; do they contract for one line of road, or is it in contracts for 30 miles, or any shorter distance?—The contracts are usually made with a number of persons whom we call a Mail-coach Company. From London to Bristol, for instance, is under one contract; from Bristol to Milford, in another; to Edinburgh, till within these few years, the road used to be in separate contracts, from London to York, York to Newcastle, and Newcastle to Edinburgh; it is now in one entire contract.

Have you found, upon the recent contracts you have made, that a much greater proportion of road has been included in single contracts than used to be formerly?—Yes; for instance, London to Edinburgh, but it was done very much at my own recommendation. I considered that a coach company formed from London to Edinburgh made a greater union of interests, and put the people better together than when they were split into parts, and that they would be better embarked in the same concern.

What is the average rate from London to Edinburgh?—The actual pace of the London and Edinburgh mail-coach is nine miles and one-third per hour the whole way, six minutes and a half to a mile.

Is the Portsmouth mail now travelling eight miles an hour?—Yes; to the best of my recollection it is now travelling at that rate, according to the time in the way-bill.

Not including stoppages?—No.

In making a contract from London to Edinburgh, do you make a contract for the conveyance of the letters throughout the whole distance at a certain rate per hour, or vary it in different stages according to the circumstances?—We make a difference in our contracts according to circumstances; the time-bill is referred to in the contract; in executing which they also sign the time-bill, and bind themselves by it.

How far does the state of the roads interfere with your operations?—Certainly a bad road is a great hindrance to us, but the roads are so generally improved now that we have nothing like the same difficulty we used to find.

Would you make the same answer with respect to the cross communications?—The cross communications are in general greatly improved, but I can point out deplorable stages in some of them.

Has there been an improvement of speed in those cross commnnications?—Yes, varying of course according to circumstances. I do not know any line of road where the mails are greatly obstructed by its bad state, but there are here and there bad stages.

Do you make your contract for any particular speed in the cross communications?—Certainly.

Is there an uniform speed?—No; it is a matter of contract, in all cases, what rate they shall go.

What is the lowest rate at which you contract for their travelling, not confining yourself to coaches?—That I am unable to say. I speak only to the coaches.

Are the conveyances carrying the mails generally exempt from tolls in England?—Yes, universally.

Both on the cross roads and the others?—Yes.

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Evidence of *Charles Johnson*, Esq., 10 December 1827.

C. Johnson, Esq.

10 Dec. 1827.

THE Commissioners have before them a return of the mails, which was made in March in the present year; has any acceleration in the conveyance taken place in many instances since that period?—A very extensive alteration has taken place in the west of England.

Has the effect of that been the acceleration of the mails?—The acceleration of all mails between London and the Land's End, to the south of the line from London to Bristol.

Will you state in how many of these instances the contract continues under eight miles an hour, and how many have been accelerated since those returns were delivered in?—Among the time-bills now produced, the Worcester mail has been somewhat accelerated.

Has any general acceleration taken place within the last few months?—There has been no general acceleration of those mails the time-bills of which are now before me.

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You stated on Saturday that a mail of the slowest pace does not go less than eight miles an hour, except perhaps here and there a stage upon a particular road; are the Commissioners right in understanding that it is an extraordinary case if a mail is found going less than eight miles an hour?—I meant to give a general answer to a general question. I was desired to state the extreme points, and I stated it from eight miles an hour to ten miles an hour. I considered that as there are above 70 mail-coaches, if the far greater part of those are going above eight miles an hour, that my answer is not inaccurate, in stating that they go from eight upwards.

Would you still consider a coach a slow coach that went less than eight miles an hour?—Undoubtedly, the stages of which were timed less than eight miles an hour.

Taking the average of a whole line of road, would you consider it a slow coach that did not go eight miles an hour?—I should consider it desirable to advance every coach to eight miles an hour, unless something peculiar in any particular stage should prevent it. What I mean to say is, that upon looking over the time-bills a far greater number of stages will be found to be timed at eight miles an hour and upwards; though, if the stages are calculated, many will be found which are not so much, the far greater number will be found as high and above that. The great efforts are made upon the great lines of road; and upon other lines of road where nothing is to be accomplished by a great exertion, a great effort has not been made.

Would you consider the mail between York and Hull an inferior mail?—No; and it will be found that one of the York and Hull mails is going fast.

Do you consider the Chester and Shrewsbury an inferior mail?—That is comparatively an inferior mail, but that is not going slow.

What would you say as to London and Portsmouth?—There is no object for going fast; it answers all the purposes by going moderately.

What are the circumstances that decide you, in making a contract, whether you should require a high rate of speed or a low rate of speed?—The purposes to be accomplished. It is not necessary to carry the letters to a place two or three hours before they will be wanted. Suppose, for instance, the mail-coach should arrive at Portsmouth at four o'clock in the morning, no purpose would be answered by that; every purpose is answered by its arriving at half-past six or seven.

Do you get the contract at much more reasonable terms in consequence of the coach going a slower pace?—Not at all; we pay various prices.

Does the rate make any difference in the price?—In some instances it does; we have been obliged to give a higher mileage in some cases of acceleration.

In the cases which have been mentioned of York and Hull, and some others, is the rate of the contract the same as it is, for instance, between London and Holyhead, where there is a great acceleration?—The rate between York and Hull I think is 3 *d.* per mile, and so was the rate between London and Holyhead till the acceleration made in 1826, when it was raised to 4 *d.*

What is the present price?—The present price is 4 *d.* with a conditional bargain for 5 *d.*

What is the condition with respect to that?—That if the contractors, in settling their own account, should not divide 4 *l.* a mile for the year ensuing the contract, they were then to receive 5 *d.* a mile from the Post-office; if they earned 4 *l.* a mile, they were to receive only 4 *d.*

Are there any other instances of contracts subject to similar conditions?—None other, and that was made solely from a motive of economy, to prevent giving 5 *d.* if it were possible to do so; but I should wish to state that in my own opinion the mail-coaches which receive less than 5 *d.* a mile are decidedly under paid, and that 5 *d.* a double mile would be only a fair remuneration to every mail-coach, let the other circumstances of the contract be what they might.

What reason have you to think they are not satisfied?—The greatest reason, because I have had the greatest difficulty within the last 10 years in filling up a number of vacancies.

Has not the number of mail-coaches been increased within that period?—Undoubtedly.

In what proportion?—I cannot state it; there have been a great many extensions and new establishments.

Are not the contracts all made privately without competition?—I consider there is a most decided competition virtually.

What is that virtual competition?—The knowledge that the parties have upon every road, that if the present contractors were to refuse to comply with any reasonable request from the Post-office, the Post-office would listen to their proposals.

Are those parties aware when the contracts expire?—I think they are, because they watch the thing, so that they could be under no difficulty in that respect.

Are there any means taken to give them information upon that subject?—No means. It has not been the object of the Post-office to reduce the allowance below 3 *d.* a mile anywhere, but it has happened to me to be weeks and months before I have been able to fill up vacancies.

Whats the policy of keeping it at 3 *d.* a mile?—We do not desire to bring forward persons to take contracts at a less rate than 3 *d.* a mile, and believe that if we excited that sort of competition it would be detrimental to us; we think that we have an exceedingly good bargain at 3 *d.* a mile, because we have the means of knowing what the coaches really do earn.

Would not you consider the parties willing to contract the best judges of what was an equivalent price?—That is very good as a general principle, but it cannot alter facts; any man

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man that sits down to calculate would be able to tell whether a coach earning so much money is or is not a losing concern to the parties. If it were left to the parties to bid what they pleased, it may be easily conceived that there are motives which might induce them to offer very inadequate terms in order to get business into their hands, without being able to continue it.

What sureties have you for the performance of the contract?—Nothing but their own responsibility.

What is the nature of the security?—They bind themselves in 500 *l.*

Is the sum invariable whatever may be the extent of the contract?—Yes; it is considered of no importance whatever.

What detriment would there be to the Post-office if the contractors would do it for 2 *d.* a mile instead of 3 *d.*?—If the present contractors would do it for less we should be very glad to save money; but if other persons were to make offers to do it, we should not be desirous to encourage those parties, because we should think that taking the business out of the strong hands and putting it into weak would do no good; for supposing the weak party were not able to continue the contract, and we had to go back to the former connection, we could not go back upon the same advantageous terms that we are upon now. In the original institution of mail-coaches the allowance was only 1 *d.* per mile when established by Mr. Palmer; at that time the stamp duty was only 1 *d.*, and therefore the principle of the mail-coach system seems to have been to run duty free and toll free, and in a general way I consider that would be a sufficient protection now.

Do you mean that that would afford a sufficient profit?—It would afford a sufficient protection against the competition of other coaches.

You seem to apprehend, then, that if the contract were open persons might not ask a remunerating price?—I do.

With what view should they take a price not remunerating?—Because there is so much opposition in this particular trade, and so much desire to get possession of it, that I think that would be the inevitable result.

How is that consistent with the difficulty of filling up the contracts which you state has been experienced?—I must endeavour to explain that: there is a very great difficulty in filling up individual stages, when sometimes there might be no difficulty in changing the whole of the contract; for instance, take the mail which runs from London to Birmingham through Banbury, there have been difficulties several times in getting persons to work intermediate stages, and the people in London and in Birmingham who held the contract at those ends, hesitated to take any additional responsibility upon themselves. In such a case as that, perhaps, if we had applied to other persons in London and Birmingham, we might have got contractors who would have taken the whole risk upon themselves.

Has it ever happened that there has been a notice given of a contract being open to competition, and that a difficulty has been found in finding a contractor?—I do not know that any entire contract has ever been offered to public notice, except the London and Holyhead mail, when it was changed from the Oxford to the Coventry road.

Has that ever been done with respect to any portion of any line?—In the neighbourhood where a difficulty has occurred, all the persons for many miles round have known that the difficulty existed; everybody that could be thought of was applied to, very often without success for a considerable time.

Has the service ever been interrupted by any such difficulty?—The coaches have never actually stood still, but they have been in great danger of doing so. I have been repeatedly obliged to send orders into the country, that if horses were not to be found to take a coach over a certain stage, to forward it by post-horses.

What is the mode of entering into a contract?—The steps taken are to assemble the parties who are to likely to contract, if it be a road upon which no coach exists already; to state what the Post-office has in view, that we wish to establish a mail-coach upon the usual terms, which are explained to them; and if they are willing to enter into the contract, they sign an agreement at the moment, which I bring with me to London, and afterwards a regular contract is made out for their execution.

You say you assemble the persons likely to contract; how do you judge of who would be likely to contract?—The persons most likely to enter into such a contract, are usually the persons running a coach upon the very road on which it is proposed to establish a mail-coach; next to them, innkeepers, stablekeepers, farmers, anybody who is at all engaged in the horse line.

Then to those persons who are likely to bid, you make an intimation that the contract is open?—Yes.

Does that intimation come from the Postmaster-general or from the surveyor?—There is no distinct mode by which we do it. If it were, as in almost all cases it has been, a negotiation with some coach company already on the road, that company has been assembled; and as it generally has competitors who know what is going on, they have sometimes applied to me, and I have sometimes applied to them, but it is a matter of notoriety in the district.

Is it ever put in the newspapers?—Never by the Post-office.

Would there be any objection to it being advertised in the country papers?—There would be no other objection to advertising for contractors, except the difficulty that we suppose it would bring the office into, by inviting a number of persons to make vague offers that would not answer the purpose.

But still you would have an equal opportunity of judging of the persons that make the offer?—It was the original policy of Mr. Palmer to give the contract to the most respectable persons working upon the line of road; and as a mail-coach is more easily opposed than

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than any other coach, it is considered that there must be a degree of discretion used in giving those contracts to persons that can protect them against the competition of the stage-coaches.

You are aware that the present time is very different from Mr. Palmer's time?—It was far more easy for Mr. Palmer to make contracts for mail-coaches than it is now.

Are there not a far greater number of persons engaged in the business of establishing coaches than there were then?—Certainly, there is not a doubt that the general competition amongst coach-masters has been of great service to us in preventing the greater increase of the prices.

When you have got such persons together as you think likely to take the contract, what do you do in order to settle the terms of the contract?—The limitations are in all cases the same as to passengers; with respect to price, if the parties will agree to contract at 3 *d.* a mile, we consider that we have done everything we wished to do; if they ask for more, it is often a matter of hard bargain.

Then so far as regards the Post-office, it is a tender by that establishment?—We do not desire them to propose their terms to us, but whenever they have made a tender to us it has greatly exceeded the price we are in the habit of paying. At this moment, we are exceedingly desirous of establishing a mail-coach from Stamford to Norwich and Yarmouth. After a great deal of difficulty, some years ago I succeeded in making a contract from Stamford to Norwich; we were obliged then to give something more than the regular mileage, and to allow them some indulgences besides. After all the coach failed, and we were obliged to discontinue it. It would be of very great importance if that coach could be re-established, and I have been trying last year and this year to get a contract at all within our terms, but without success.

What is the reason of that; the want of traffic on the road?—No, because there are two coaches running in opposition to each other at this moment, but it does not suit either of them to be fettered by the Post-office.

Do not you think there are coaches, if it was not objectionable, that would carry the mails at a much lower rate than 3 *d.* a mile?—I do not think that any coaches could permanently carry the mails at less than 3 *d.* a mile, without they were allowed to carry as many passengers and as much luggage as the common stage-coaches.

Is not it a great advantage to carry the mails?—I should think not, because a majority of our mail-coaches are not earning what is considered the minimum remuneration for a public carriage.

Do not they secure passengers by the circumstance of their carrying the mail?—The advantages of a mail-coach are, the pace, their connection with the Post-office, and their being subject to official control; those things tend to make them valuable to the public, and in that respect they must be desired by coach-masters. When those persons carry on a considerable business, they wish to have mails as leading and fashionable things, but I have every reason to think that if it depended upon them, if a general conspiracy were possible, they would put the mails down; it interferes so much with their business, and renders them liable to a control that is exceedingly disagreeable.

Is it the fact that 3 *d.* is not the uniform rate that you propose?—We have been obliged to increase the rate so much of late years, that I can hardly call it any longer the established rate, but we did consider it the regular allowance, and that all that exceeded it was in the nature of an extra payment, and subject to the official rule by which I am bound; of course I am to take every opportunity of bringing down the higher allowances to 3 *d.* again.

From what you have stated, it is evident that for the carriage of passengers there is infinitely greater competition than there was formerly?—Undoubtedly.

And yet the rate that the Post-office has been obliged to pay for the carriage of the mails has been increased?—In a variety of instances.

Have you contracted sometimes at a lower rate than 3 *d.*?—I hardly know whether we have any lower now; we used to have a number at 2 *d.*; there is one in Scotland, from Glasgow to Perth, which is only 2 *d.* a mile, and I believe there is another in Scotland.

Is the contractor always paid by the mileage exclusively?—Not always; sometimes a sum of money is paid.

How is that sum of money estimated?—I believe there is a sum of money paid to the coach from Falmouth to Exeter, which has been unaltered for many years. I believe it was originally the sum paid for the conveyance of the mails by cart in that country; in other cases, I believe the sum paid per annum is merely the sum total of so much additional mileage stated in one sum.

You have held your present office a good many years?—About ten years.

Have all the existing contracts been made by you?—They have been made by me so far, that they have been probably all renewed from time to time.

In renewing those contracts, have you renewed those annual payments in addition to the mileage?—Every case has been governed by its own circumstances.

When you found a fixed payment already contracted for, you did not vary that agreement?—I do not at this moment recollect that there is any fixed payment, except the instance I have referred to.

It appears that for the mail-coach from London to Birmingham there is an allowance of 370 *l.* per annum?—That 370 *l.* per annum will be merely the total of the additional 2 *d.* which is added to make it 5 *d.* per mile.

Is that an old-established payment?—No, that is not an old-established payment; that

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is an increase, and it is so stated, for the purpose of showing its temporary nature. That company is paid in two warrants; they receive in one warrant the regular allowance of 3 *d.*, and they receive the additional 2 *d.* in a separate warrant. That coach grew out of the discontinuance of the old London and Shrewsbury mail; it was originally established through Buckingham to Banbury and Stratford-on-Avon, having a branch to Birmingham, and another to Bromsgrove and Kidderminster; and after a trial of several years and repeated meetings to arrange the contracts, we were obliged to place it on the road through Bicester, Banbury and Warwick, to Birmingham, discontinuing the branch to Stratford-on-Avon altogether, and then making the allowance of 5 *d.* per double mile, which is stated in the returns as 3 *d.*, and that additional sum per annum.

Then it is to be understood that this 370 *l.* a year is equal to 2 *d.* a mile upon the road?—Upon calculation I think it will be found so.

Why is it not at once made a gross mileage, at the rate of 5 *d.* a mile?—That is the clearer way, but we thought we should mark the temporary nature of it better. If the contractors were to divide a considerable mileage amongst themselves, I should think it my duty to call upon them to abate the price.

Is there any difference in the contract with respect to that extra 2 *d.* a mile?—No; to them it amounts to nothing more than this, that they receive 5 *d.* a mile, which is equal to the stamp-duty; the mode of paying it by two warrants is merely a distinction of our own.

You speak of that fixed payment as a temporary one?—Yes.

Is it not as permanent under the contract as the mileage of 3 *d.* a mile?—The contracts being made from year to year, are subject to revision whenever we think proper.

Then in fact there is no distinction?—No otherwise than this, that the contractors were told at the time that we did not give them 5 *d.* per mile to last indefinitely, and that we should hold ourselves bound to revise the contract whenever we thought proper.

Was the additional 370 *l.* given upon any requisition, stating that the former payment was insufficient?—It was given after a trial of the coach in a variety of ways, and the little success it met with in any of them.

Was there a representation to the Postmaster-general that 3 *d.* a mile was not enough?—The parties applied to me again and again, and alterations have been made again and again; those things were all stated by me in my reports to the Postmaster-general.

Will you state what is the official course of treating an application of that kind, when a contractor says he must have increased terms?—If a mail-coach company demand increased terms, we do not comply with it unless upon such reasons and motives as we think warrant us in doing so.

What is the official course that is taken when it is represented to you that the present terms are not sufficient?—I act as I think best; sometimes I content myself with saying that I hold it inconsistent with my duty to lay the application before the Postmaster-general at all, and if they are not satisfied they must give notice to quit. At other times I state to the Postmaster-general that they have made such and such an application, and that there are certain reasons why I think it must be complied with; and that I will call the parties to a meeting and make the best bargain I can.

Is it the habit of all the contractors to address themselves to you as the official organ?—I am the official organ.

Do you make a report?—If I think a report is necessary.

Is any variance of a contract ever made without communication to the Postmaster-general?—Not in the price.

Is there in other respects?—Slight alterations may be made in the pace, and in the hour of leaving and departing; but those things generally come under the notice of the Postmaster-general, because the business usually requires some report to be made.

Then when you think an application a reasonable one for an increased mileage, you report that you so think to the Postmaster-general, and take his decision upon it?—Undoubtedly, in the first place. I then hold a meeting; the parties must be assembled; nobody can tell what they will take till they are assembled together.

The question refers to an application for an increase of mileage?—I can only give the Postmaster-general my opinion of what is probable; the thing is then to be settled by calling the parties to a meeting, when the whole subject is discussed.

Does the Postmaster-general empower you finally to make such agreement as you can?—The Postmaster-general gives a considerable discretion to me; the rules upon which we proceed are perfectly well understood, and the whole is subject to the Postmaster-general's ratification of my report.

Has that ever been withheld?—In no instance.

Then, in point of fact, the adjustment of the rate of price depends almost exclusively upon yourself?—It depends upon those reasons which are recorded in my reports, and which the Postmaster-general makes his own by adopting them.

Do the parties ever apply directly to the Post-office without coming through you?—My department is considered the proper mode of communication with the Postmaster-general.

Does it ever happen that the contractors apply directly to the secretary?—I think not.

Would any application of that kind be attended to?—It would be attended to, as any application to the secretary would be; but I conceive that the secretary would not take any step in a business of that sort except by a communication with me; he would think there would be great danger in setting such a precedent; but he knows of all proceedings, as I account to the Postmaster-general for every step I take in my department.

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Has the Postmaster-general an opportunity of hearing the representations of the contractor by any other means than through you?—The Postmaster-general has not that opportunity. I do not know how he could, because the contractors consist of a great many people; and the Postmaster-general in that case must hold a coach meeting instead of myself. There is a general notion that our contracts are to be settled with such persons as Mr. Waterhouse and Mr. Sherman in London, but that is not the case; all the parties that work in those contracts consider themselves entitled to give their vote and their opinion quite as freely as the London contractors, and therefore must be assembled for that purpose.

At what time was the additional payment that has been alluded to, in the case of the coach from London to Birmingham, fixed upon?—I cannot charge my memory with that now. I think it has been at that rate for four or five years past.

Is the contract renewed annually?—It is not renewed. If neither the Post-office nor the contractor give any notice to quit, it remains undisturbed. If the Commissioners wish to know why that allowance is not reduced, it is because I am thoroughly acquainted with the fact that the coach is not yet arrived at such a prosperous condition as to enable me to make an application of that sort to them with any chance of success. If I were to attempt to reduce that allowance, the result would be the discontinuance of that mail-coach.

In the case of the London and Chester mail there is a similar allowance of 870 *l.* besides the mileage; how did that arise?—When the London and Holyhead mail was put upon the road through Coventry to Birmingham, instead of the Oxford road, there was a great competition between Mr. Willan and his partners in the Holyhead mail-coach as it then stood, and Mr. Waterhouse and his common coach partners upon the Coventry road. The Holyhead Road Committees had succeeded in obtaining orders to the Postmaster-general, under any circumstances, to establish a Holyhead mail-coach upon the Coventry road. This interfered with the interest of the coachmasters; it went, in fact, to give the mail-contract to Messrs. Waterhouse & Co., in London, instead of Messrs. Willan & Co. We were then ordered to advertise for proposals, and it ended that the lowest proposal received was 1 *s.* the double mile, being four times what had up to that time been considered the established allowance. In consequence, a contract was actually made at 1 *s.* a mile, being the lowest terms that could be obtained; and the only reason why they were so extravagantly high was the apprehension of the new parties that took the coach upon the Coventry road, of the opposition they would meet with on the other road to Birmingham. I was fortunate enough, some years afterwards, to reduce the mileage of that coach successively from 1 *s.* to 6 *d.* and then to 5 *d.*, and finally to 3 *d.* a mile, the established allowance, which of course made a very considerable saving; but it turned out as it had been predicted to the Holyhead Road Committee, that the old Irish mail-coach through Chester would be so much injured by this, that we could not keep that coach upon the road without increasing its allowance; and we were obliged to increase that allowance to 6 *d.* a mile, which is the additional sum now appearing in the return.

And at that it continues?—The London and Chester continues at 6 *d.*

Then the 870 *l.* is equal to an additional 3 *d.* a mile?—I think it will be found exactly equal to the additional 3 *d.* a mile. That coach, for a considerable part of its route, is without the opposition of any stage-coach. It was accelerated last spring, and I then made an attempt to reduce that allowance again. I had before me authentic accounts of their earnings for three or four years, and I found them so considerably below 4 *l.* a mile that it was impossible to think of proposing a reduced allowance.

How do you get authentic accounts?—The accounts are produced by themselves; but their own books are open to my inspection, and I see the accounts that are circulated monthly to all the different contractors; so that if any one wishes to conceal it, somebody will always show it.

Have you been upon that road lately?—I held a meeting of the London and Chester company at Lichfield last March.

Do you think that mail-coach is of sufficient consequence to be kept up?—I am afraid we could very ill do without it.

It is presumed that it is of no importance with a view to any Irish correspondence?—It is still a communication to Ireland through Chester, although very inconsiderable, in going to Holyhead; but it brings back a great deal more. That allowance of 6 *d.* I hold it my bounden duty to reduce at any rate to 5 *d.*, the first practicable opportunity.

What do you consider a practicable opportunity?—Whenever I heard of their earning so much as 4 *l.* a mile, I would insist upon a reduction.

Do you consider 4 *l.* a mile sufficient to cover their expenses?—I consider a coach could be worked at 4 *l.* a mile without loss.

With a fair commercial profit to the parties upon the capital employed?—With scarcely a sufficient profit; but I think no contract would be given up for a coach when it earns 4 *l.* a mile. A fair profit cannot be obtained if the receipts are under 4 *l.* a mile.

Is it 4 *l.* per annum?—Coachmasters settle their accounts monthly, making 13 months in the year; and after certain deductions are made for stamp duty, coach mileage and other disbursements, then the remainder of the money is divided by the number of miles, so that a partner working a certain number of miles in the country receives for every mile 4 *l.*; if he works 10 miles he would receive 40 *l.*

And that you consider not more than a sufficient remuneration?—Not for any fast coach, whether it is a mail or otherwise. That is the generally admitted principle throughout the trade; there is no doubt that our fast coaches ought to earn 5 *l.* a mile.

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How long has 4 *l.* been fixed upon as the sum that should be considered a remunerating price?—£. 4, I think, has been considered a remunerating price when provender is at the usual prices; it is very insufficient in a dear year. It was insufficient last year, when hay in many parts of the country was at such an extravagant price, and it was not a sufficient sum during the war.

The London and Norwich mail seems to have an allowance of 1,104 *l.* a year; what is the reason of that?—The sum, whatever it is, which is allowed to that coach, is equivalent to 8 *d.* a mile; and there was about 200 *l.* allowed extra to the contractors when we were in difficulties, to induce them to go on.

Do you mean in addition to this sum?—It must be included in that sum.

You think, including the fixed payment and the mileage, it is equal to 8 *d.* a mile?—Yes, that is the highest allowance that we are paying anywhere; it exceeds even the Chester, which is 6 *d.* This coach, which runs to Norwich through Newmarket, has been twice since I have been superintendent actually discontinued, from the want of contractors to work it; carts have been put on at 1 *s.* a mile, and it was very unsatisfactory of course to Norwich and all those other towns. When the cart system had lasted some time, the coach people were so far brought to their senses that they made a proposal to us again to do it at 8 *d.* a mile. It became a matter of consultation at the Post-office; and we thought it would be much better to re-establish this coach, even at this extraordinary price, and with the danger of precedent, seeing that we were under the necessity of covering every mile of that road with an establishment of some sort, rather than have the disadvantages of the cart system at 1 *s.* a mile. Now the great competition of coaches into Norfolk is such that it has been impossible ever since to reduce that allowance, and it is impossible for me to state the time when I think it will be reduced.

Would it not appear that the competition was the very thing to reduce it?—It is the competition amongst the stage-coaches which ruins the mail coach. The mail-coach carrying only four outsides, while those other coaches can carry 10, they are enabled to reduce the fares so very low, from the additional number of persons and the quantity of luggage they carry, that the mail-coach is obliged to reduce its fare in proportion, or to go empty, and that is the case more or less all over the country. That is the reason of the 8 *d.* a mile being paid for that coach, sheer necessity. Now there is not a creature that turns a wheel in that country that does not know our desire to have this mail-coach reduced. They might offer any day, and they would be listened to any day. There is Mr. Nelson, who took that contract with an uncommon degree of spirit, for he actually worked it himself in the first instance as far as Newmarket, he has been repeatedly threatening to discontinue the contract; and I have a person now working a number of miles there, whom I would not suffer to work longer than notice could be given to him, if I could find another individual to take his place.

Are there not a great many other coaches travelling upon that road?—Not exactly upon that road to Norwich. There is a night-coach to Norwich upon the same road, the parties of which will not contract with us; and there are other coaches upon that road which travel by day, and are perfectly unsuitable to make a contract by night.

Would not that be the situation of things to which the suggestion that has been thrown out is peculiarly applicable, that of putting a guard upon one of those coaches, and making a contract with him to convey the letters, giving them some advantage for so doing which should make it worth their while?—That would be the only kind of case that I think would justify such a mode, and that is what has justified or appeared to justify the mail-coach we have between Ipswich and Yarmouth; but I have never been able to put that Yarmouth mail-coach to anything like what I call a proper speed. I have succeeded in persuading the parties that worked the coach to arrive sufficiently early at Yarmouth for the town to get an opportunity of answering the letters the same day, which it never before had.

The question contemplates the case of your being able to send the coach at your own hour, and to limit the arrival of it?—I think that the use of coaches in that way goes directly to destroy the regular mail-coach system. I think that if any coach from London to Manchester were to be allowed to carry 10 outsides, it never would arrive within an hour of the present mail-coach, from the interruption which is occasioned by the number of outside passengers, not to speak of the insecurity of the bags.

And you think it is better, on the whole, to adhere to that system under circumstances of loss in this or that particular instance, rather than depart from it with a view of saving upon those particular coaches?—Undoubtedly I do. I think we should look to the great results of the mail-coach system, and that we should provide the best expedient we can for cases of difficulty. If we employed such coaches, we could not of course prevent the parties from writing "Royal Mail-coach" upon them, and writing "Royal Mail-coach Office" upon all their establishments in the towns where they reside; all of which would go very much to destroy the distinction by which the present mail-coaches so greatly depend. And we should consider, that after the mail-coach system has supplied all the uses of the Post-office, it is still valuable as a national system. It originally set the example of that travelling which is so much admired, not only at home but even throughout Europe, and I hope it continues to set an example now. I am persuaded that the manner in which the stage-coaches have been accelerated arose entirely from their desire to rival the mails upon their old plan, and they try now to keep as close to them as they can, though in all long distances they certainly are very far behind. Persons of the first distinction travel by the mail-coaches; I do

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Appendix, No. 4.

Evidence of C. *Johnson*, Esq.

10 Dec. 1827.

I do not mean amateur whips, but persons who depend upon the regularity, security and comfort of the mail-coach, and being less likely to meet with disagreeable passengers.

Are there not coaches which go faster than the mail-coach?—I think none for any considerable distances; I am not aware of any coach that goes so fast as the mail, for a distance of 150 miles.

How is it upon the Holyhead road?—No coach travels so fast as the mail upon the Holyhead road; not even the Wonder.

How is it upon the Brighton road?—The coaches do not travel faster upon the Brighton road, though equally fast probably, occasionally, as any of the mail-coaches; but the Brighton coaches and all other stage-coaches are very able, whenever they think proper, to relax their speed, but the mail-coach being under contract cannot relax its speed on any day.

Are there not cases of contract where there is no mileage, and where the whole payment consists of a fixed annual payment; for instance, the coaches between Lancaster and Liverpool, between York and Hull, between Dover and London, and between London and Harwich?—The coach between Dover and London is what is called the Paris mail-coach; it has a sum per annum for taking the mails down twice a week, and bringing them up as they arrive in mail-carts. The London and Harwich coach is for a similar service. York and Hull is stated in a fixed sum; but if it is examined it will be found to be exactly 3*d*. a mile.

In some of the other instances the total amount is not rated by the mileage?—No, it is a fixed sum.

On what ground has that sum been fixed?—The lowest sum that people could be got to do it for.

Is not it customary, when a packet arrives at Dover or other places after the mail-coach has departed, to put the bags into other coaches?—Not into other coaches; there are a great number of hours at Dover during which, if the mails arrive, they are sent off by one of the mail-carts provided by contract; if it arrives towards morning it comes up by what is called the Paris mail-coach, being in fact a common stage-coach, one of the worst conducted concerns we have.

Then that coach which you call the Paris mail is a stage-coach?—A stage-coach carrying the usual number of outsides, worked in an abominable manner, and nothing but the expense and the difficulty of finding another system prevents us from abolishing it. Indeed I have now the orders of the Postmaster-general to try if that road can be put upon a better system. As for Harwich, that port for travelling is as good as destroyed, the trade has so deserted it; and as for this coach that we give 900 *l*. a year for conveying our bags, all the people engaged with the carrying trade to Harwich complain they are comparatively ruined.

Is the coach called the Paris mail at all under the direction of the Post-office?—Yes, it is under the direction of the Post-office; it carries the continental mails on Tuesdays and Fridays to Dover for the steam packets; it has for many years been a very bad concern to the contractors, and is worked in a very slovenly and irregular manner, and it has not been in the power of the Post-office to improve it except by incurring some very great additional expense. But that is not all; there are great difficulties in making an arrangement, because the mails from Calais and from Ostend arrive at such irregular hours at Dover, that to provide a conveyance for bringing them up to London, not only for the merchants, but to bring the despatches up for the Government in the evening, when the mails are not delivered, we hardly know how to contrive it. Every such conveyance seems almost in the nature of an express, and anything short of a price for posting, or an express whenever wanted, appears to be inadequate for the purpose; we have had them brought up by those carts and taken down by the coach for the allowance of 600 *l*. per annum.

Does not the coach also bring up the bags, as well as take them down?—Yes, when they arrive in time.

What number of passengers does that coach carry?—I believe 10.

Then in fact as important a portion of the correspondence as can be mentioned is actually carried by a stage-coach?—It is important in one sense, but not so liable to robbery as the inland mails.

Do you regulate the time in respect of that coach?—I think they go very little more than seven miles an hour.

Including stoppages?—They probably make seven miles an hour including stoppages.

What does the regular Dover mail travel including the stoppages?—About seven and a half miles an hour.

What is the mileage that is paid for the cart which brings the bags from Dover when the coach does not bring them?—Those bags are provided for out of this allowance of 600 *l*. per annum.

Then they contract with you to bring the bags whenever they arrive?—Yes; and if they arrive before 10 o'clock in the morning, they send them by that coach called the Paris mail; if they arrive after that, they send them up by the inland mail.

Under whose direction is the dispatch of those mails?—The packet-agent at Dover; he receives the mail from the captain, and sends to the contractors to take it away.

Then you suppose there is about half a mile an hour difference between the stage-coach and the regular mail-coach to Dover?—There is that difference between that Paris mail-coach and the regular inland mail-coach to Dover; but the Dover mail-coach, as to pace, is no example of the regular mail-coach system at all.

Are there not instances of a lower rate of mileage than 3*d*. in your contract?—I am afraid I cannot answer that question without referring to the accounts.

You are aware that from London to Berwick the rate is 2½ *d.* per mile?—That is the single mile. That rate was given upon this principle: when I first began to accelerate the mail-coaches, the contractors in general demanded more money for it, in fact they generally began to tell me that the mail-coaches were not worth working, and when I asked for improvements of any sort, it was always met by a demand for more money; the answer I made was this, "You must put yourselves first in the position in which you originally were of being the fastest carriages upon the road; when you have done that, if it does not succeed it may be necessary perhaps to consider what ought to be allowed to you." In all cases this was complied with, till the mail-coaches were generally got up from about seven and a half miles to eight and a half miles per hour; but when the public demanded of us to go nine miles an hour and even more than that, I could not meet the application of the contractor for an increase with exactly the same answer: for instance, upon the Edinburgh road they had made themselves much faster already than any carriages that travelled to York, Newcastle and Edinburgh, and if we demanded of them to go nine miles and a half an hour, the consequence was inevitable that they must have a much greater number of horses, they must have better horses, they must have more stables and more horse-keepers, and expenses of every sort. Then I urged upon them that if they asked for 1 *d.* or even 2 *d.* per mile, the amount to them was scarcely perceptible in their accounts, it made them very little richer, while the increase of those allowances in the aggregate became of great importance to the Post-office. They said, if the Post-office demands this acceleration it is necessary that the Post-office should do something; that we should make an allowance of some sort, if it was only to show our good will to the thing, and on the ground that they were about to incur a great expense, while there was no chance of any great increase of their receipts by additional passengers, seeing they were already the fastest coaches upon the road. The Postmaster-general thought it advisable to increase their mileage to the extent of the stamp duty, without resorting to any public competition. We thought we were safest and best in their hands.

It appears that on the London and Liverpool road you only pay 4 *d.* a mile; how can they afford to do it cheaper than upon the Berwick road?—I do not know that they can do it cheaper, but I was fortunate enough to persuade them to take 4 *d.*, when I could not persuade the others to take less than 5 *d.*; that acceleration was made after the new arrangements that took place in Scotland in the year 1825. We had agreed to accelerate the mail-coach to Edinburgh and on to Aberdeen so fast, that it was considered at the moment impossible to bring up the mails through Manchester and Carlisle in any adequate time to meet the object we had in view. The Postmaster-general had gone so far as to say that a horse-post must be established all the way from Edinburgh to Aberdeen, at an expense of more than 1,500 *l.* per annum, to carry the letters brought up from Carlisle after the London mail had been sent on. Upon further inquiry it did seem possible, by accelerating the whole line of mail-coaches from London through Manchester and Carlisle to Edinburgh, to bring that mail in time enough for a sufficiently early despatch to the north; and I then applied to the Postmaster-general for authority to try if, for any sum of money that it might be proper to give, we could induce the contractors upon the Manchester and Carlisle line to make an exertion to answer our views. I stated that I apprehended the allowance would be 5 *d.* per mile, the same as we had agreed to give for the London and Edinburgh mail, but I was fortunate enough to persuade those people to be content with 4 *d.*

Do not you suppose they could work the mail-coach as cheaply on the Berwick road as they can on the Liverpool road?—Undoubtedly.

Is not the Liverpool speed equal to the Berwick?—It is equal to the Berwick, but not greater.

Do not they load better on the Berwick road?—If they had not the road in a state of opposition they would load as well as the Edinburgh mail; but both the Edinburgh mail and the Liverpool mail ought to divide 5 *l.* per mile to give a fair return for their capital and risks, which is more than they do earn.

What privileges are there, besides the mileage and the fixed payment, that form a consideration on the part of the contractors amongst the advantages of their contract?—I know no advantages but what I have already stated, except such as that a coach connected with the Post-office is supposed to be a favourite with the public, and being worked with great speed to take a superior sort of passengers.

Are not all the coaches that carry mails, uniformly exempt from tolls?—In England and Wales.

But as to the number of passengers you have no positive rule?—The only rule for London coaches is three outside passengers, and for other coaches four, and I consider everything quite opposed to a legitimate mail-coach that takes more than four passengers.

There is one instance of seven or eight outside passengers?—Yes, there is the Oxford and Bristol coach; that will be discontinued on the 5th of April next.

Have you any irregularity and want of punctuality in consequence of that extra number of passengers upon those mail-coaches?—They perform the service which they have contracted to perform sufficiently well, but they are not coaches with which we could make any additional effort, if effort were required; if it were possible to have a regular mail-coach at Yarmouth, I think that town would gain an hour and a half more.

What are the special circumstances that have led to an exception in those cases, with respect to the number of outside passengers?—The Oxford and Bristol mail-coach is a very old establishment; the present contract was made in 1796; the only reason that could have induced the Post-office to allow of that, must have been some strong application to carry the bags by a coach, and the impossibility of getting one upon the regular plan. But there were a great many of those irregular coaches at one time, and in the

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year 1811 there was a particular examination of them by orders of the Treasury, in consequence of the complaints that were made of their injurious effect upon the tolls; and the consequence of that was that a great many of them were abolished: individually I have considered them so very objectionable, that I have used every effort I could to discontinue those that remain. For instance, there was an auxiliary mail-coach carrying any number of outsides and any quantity of luggage that the law would allow, from Stilton to Boston; and there was a similar coach from London to Cambridge. Repeated applications had been made from the University of Cambridge for a regular mail-coach, and all sorts of means have been tried to establish one; but from the nearness to London and the great competition, it was impossible to work a regular mail-coach to Cambridge with any chance of success. At last it occurred to us that it might be in our power to induce those who worked the Stilton coach to Boston to go to Cambridge, if we allowed them to start as a regular mail-coach from London; we did that, and thus we have been able to continue a regular mail-coach to Cambridge, and to discontinue two irregular mail-coaches. I shall take every opportunity that occurs of reducing the Yarmouth mail-coach in the same way; one attempt has been made; a regular mail-coach was put on between Ipswich and Yarmouth, but it was found impossible to continue it. The Oxford and Bristol coach, as I said before, is to be discontinued next spring.

That coach having continued for 30 years without any inconvenience, what is the reason for discontinuing it now?—In the first place, the Duke of Beaufort has been lately representing to the Post-office, that though we have made such splendid arrangements for the advantage of Stroud and all the clothing district, he is the only individual that can derive no benefit from those alterations, inasmuch as his Grace continues to be served by this mail-coach in its way from Oxford and Cirencester to Bath. This coach being a stage-coach, cannot leave Oxford before six o'clock in the morning; there is nobody that will get up to go as a passenger by the mail-coach at three o'clock in the morning, at which time the London mail gets in, and the consequence is that this coach does not get to Badminton till a late hour in the day, and coming back again almost directly, allows no interval; whereas a horse-post, if established from Cirencester, would arrive in capital time at all the places on the way to Bath, and give them an opportunity of answering letters the same day. We should have discontinued this coach many years ago if it had not been found necessary to cover the whole of the distance from Oxford to Bath with horse-posts, which would have been attended with a very great additional expense; now we shall be able to do it by a horse-post from Cirencester only, in consequence of the establishment of the mail-coach to Stroud.

Will there be no coach between Oxford and Bristol?—No coach between Oxford and Bristol; that is, there will be no coach between Cirencester and Bath.

Do you calculate upon any saving to the revenue from that?—Not exactly a saving, because there are so many considerations blended together: this arises out of the new establishment from Stroud, and the branch-coach from Stroud to Chepstow. We begin a new calculation at Cirencester of the road below; so that if you were to take the horse-posts to be put on, and set them against the Oxford and Bristol coach, perhaps there will be a saving.

What will the horse-posts cost by the mile?—I cannot positively state that; I stated on Saturday that the average price is about 8 *l.* per mile per annum, and they certainly will not be done at less in that country.

Then how will the saving arise to the revenue?—I am not prepared to state that there will be a saving; I merely observe that if the whole expense now paid for the Oxford and Bristol coach, is to be put against any expense incurred for the new horse post, there will perhaps be a saving.

That is comparing the whole line with a part of it?—Yes, but the whole line will not exist.

Then you discontinue a Post-office communication?—We discontinue a Post-office communication, which is provided for by other means.

How will the letters go between Oxford and Bristol?—They go by the new horse-post from Oxford to Newbury, which has the great advantage of carrying the letters to Bristol for the first delivery in the morning, instead of at five o'clock in the evening, which was the case by this coach.

Are the contracts for the conveyance of the mails all annual?—All annual, with a few exceptions; for example, in the case of the Norwich coach, we have been so tormented with it, that we said when they came to us again, "unless you will agree for two years you shall not have it at all."

It appears that there are a few instances in which the mileage is 1 *d.* and 1 ½ *d.* a single mile; what occasions that difference in the rate, for instance, between Lymington and Southampton, between Doncaster and Sheffield, and between Scarborough and York; are these pair-horse coaches?—Some of these are pair-horse mail-coaches. Originally there was a difference between some of the cross-road coaches and the London coaches of 1 *d.* a mile, and some I believe remain at that price now. Of course we do not volunteer to increase the prices, if we are not strongly called upon.

Some of these contracts seem to have existed since 1805; for instance, the mail-coach from Scarborough to York?—A new contract has been made from Scarborough to York this year. The Lymington coach is merely a slow coach, which is more satisfactory to the gentlemen than a horse-post. If they were to ask above 3 *d.* I think we should put a horse-post on.

Appendix, No. 4.

Evidence of *C. Johnson*, Esq.

10 Dec. 1827.

Is there any advantage to the contractors in finding their own coaches?—No advantage, unless that a person who finds his own coach may, perhaps, by agreeing with the coach-maker, get some profit out of it from his own partners.

Under what circumstances do you allow the contractors to find their own coaches?—In very few; in none of our regular establishments.

What is the reason for it when it does occur?—Merely the reason that induces us to grant any other exception from the general rules.

Do you anticipate any risk or delay from allowing them to find their own coaches?—Yes, I do, if that practice were to be extended at all.

What makes the exception?—The exception is the road not being suited to a regular establishment. I will take the case of Yarmouth; there is a coach goes out every night from London, loaded more like a waggon than anything else: this is the coach which, when it gets as far as Ipswich, agrees to put down any very extravagant load of luggage, and to carry from Ipswich to Yarmouth only seven outside passengers, Ipswich being the place where it takes up our bags. We have not thought it necessary therefore, as this is a London and Yarmouth stage-coach, to say that they shall use another stage-coach at Ipswich; we have allowed them to go on with their own, and as the people are respectable and have conducted the business respectably, there has been no cause to complain of bad carriages, and because we suffer the one irregularity we suffer the other. If there were ever to be a London and Yarmouth coach direct, we should insist upon their taking the coaches we provided.

Then it seems that the lowest rates of mileage exist where the contractors provide their own coaches?—I think none of those contracts were made by myself; but I do not think that has been the reason at all.

Is not the wear and tear of a coach rather a disadvantage?—They must pay for the coach, whether found by the Post-office or by themselves. In the case of every stage-coach that leaves London, the parties that work it either agree to pay the London proprietor a mileage for it, or agree with the coach-builder to pay him a mileage for it. I should think the lowness of our mileage arose from allowing them to carry so many outsides.

It appears that that permission to carry so many outsides does not exist uniformly where the rates are so low; why should those contractors do the business at 1 *d.* a mile, while others receive 4 *d.*, 5 *d.* and 9 *d.*?—There is no explanation to be given of it, except the power of making such a bargain in one case, and the want of it in another.

Who regulates the number of outside passengers that a coach shall have permission to carry?—In modern times it has been the general rule that no contract should be made for more than four outsides. I never made a contract for more than four outsides; but I should explain that I do not call it making a contract where one has existed before.

In some instances the coaches do not carry guards; in what cases does that happen?—That, I think, happens mostly with the pair-horse coaches; where the carrying a guard is not requisite from the hours at which they go, and where it is objectionable, inasmuch as it is an additional person to carry and an additional person for the passengers to pay. In those cases the coachman is sworn, and becomes *de facto* the guard.

Is that confined to those coaches which go only in the day-time?—Which go only in the day-time, and usually short distances; they are a sort of supplementary coaches.

Do you regulate the lines of communication?—So far as to report my opinion upon what is the most eligible route.

Appendix, No. 5.

EVIDENCE of *Charles Johnson*, Esq., 11 December 1827.

C. Johnson, Esq.

11 Dec. 1827.

IN speaking of 4 *l.* per mile, do you mean the receipt of 4 *l.* per mile per month?—I mean in such cases that the mail contractor who works the stage receives 4 *l.* per mile per month, for 13 months in the year.

In short it is 1 *l.* a week for every mile?—Yes, it is.

You stated that the contracts were for a year?—They are made subject to notices twice a year, on the 5th of January and the 5th of April. Of course every contract can be put an end to, either by the Post-office or the parties: we consider them as running contracts, unless any circumstances arise to interfere.

Supposing you make a contract for a certain number of miles between one point and another, and by an alteration of the road that number of miles is considerably reduced, what is done in that case?—The moment that such fact comes to my knowledge, the next quarterly account is altered according to the number of miles.

Has it sometimes happened that an excess of miles has been paid for?—Yes, I have no doubt, and much more frequently formerly than of late; for it appears to have been the practice of the office formerly to pay the contractor for the number of miles in the time-bills, and those time-bills I have found in some instances to exceed by a mile or two in a hundred the real distance; but since they have gone so fast, it has been a necessary thing to regulate every stage down to a furlong, and in the Edinburgh mail the contractors now divide according to our time-bills.

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Appendix, No. 5.

Evidence of *C. Johnson*, Esq.

11 Dec. 1827.

How are the distances expressed in the time-bills ascertained?—Chiefly from Carey's Road-book; and in all cases of doubt we inquire, and frequently by admeasurement.

Do your surveyors in the country check the distances?—Yes, frequently; but they generally consult the time-bills of the new and fast coaches.

Has there been in your experience any general survey of the roads?—No.

In whose department would that duty fall, if it were executed?—Nothing of the sort, except the survey made by Mr. Carey a great many years ago, for the Post-office, has ever been made. I should think that, if it were required, some regular surveyor would be employed to do it again.

Is there no officer of the Post-office whose business it is considered to be to ascertain the actual distance of the present roads?—I do not think it is the duty of any officer particularly, except of the district surveyors and myself. We have occasionally to make inquiries what the distances are; and when I have any question arising about a mail-coach, if I cannot satisfy myself by other means, I send one of the inspectors of my department over the road with a wheel.

Have you occasion to do so frequently?—In many instances I have done that: they have measured some considerable lines of road; I think the last of any distance was from Bristol to Carmarthen.

What was the result of that experiment; did you find the distance there paid for was the actual distance?—There was very little variation.

On which side was it?—I do not at this moment particularly recollect; but I doubt whether I actually altered the sum total. There were doubts and disputes about the distances, but I think the total remained the same.

Do you interfere at all in regulating the rates of postage?—Not at all; that belongs, in the first instance, to the district surveyor; that is governed by nothing but the real or supposed distance and the Act of Parliament.

Where any variation occurs on a road, is it the business of the surveyor to report it to the Postmaster-general, that the rate may be adapted to the distance?—If it were the distance from London he would have to communicate; if it was a bye-post he would direct the postmaster to alter the rate.

Who superintends that part of the duty?—That is done by the district surveyor.

Who is at this moment responsible for the charges of postage on the cross roads being according to the legal scale?—In his own district, the surveyor.

With that you have nothing to do?—With that I have nothing immediately to do.

Is there any particular distance you require a contractor to contract for?—None at all; that is entirely governed by circumstances.

What is the smallest distance you allow any one to contract for?—A single stage; and it will appear the greatest part of the roads are worked in single stages.

Is there no limit?—There is no rule.

There is no distance you do not allow them to exceed?—No.

From your experience which do you think is the most advantageous way of making contracts, for short distances or long ones?—Unquestionably for a short distance.

What is the reason for the preference of that?—I think if any London coach-master were to offer to take any considerable number of miles, he would not work the whole of it himself, he would underlet it to others, and we should have not only the same trouble we have now in controlling the parties actually working, but a great deal more; and that he would demand a higher rate from the Post-office for undertaking and letting it in that way.

Is it necessary for him to have permission in his contract to sublet?—Very little of that sort of thing does exist; there are a few instances of it, and the little experience I have of that is against it.

Is it at the option of the contractor to make sub-contracts or not, as he pleases?—If a contractor has two or three stages, and he lets off one or two of those, I should not interfere.

Can he do that without the sanction of the Postmaster-general?—Yes; I do not know of anything in the contract to prevent it.

Are you aware of instances of sub-contracts?—Yes; Mr. Waterhouse, who works the Norwich mail, per Ipswich, has for the last year or two, I think, engaged a person to work from a little beyond Romford to Ingatestone, which person has not been admitted as a regular contractor. Mr. Waterhouse, in one of the mails, I forget exactly which at this moment, has admitted a person to work from South Mims to Redburn in a similar way, who has not signed our contract. In neither of those cases do I think the work is quite so well done as if Mr. Waterhouse had kept the whole in his own hands, but this shows the desire the London contractors have to work as little as possible themselves.

Do you know on what terms that sub-contract is done?—I believe in each case from the earnings of the coach, the same as if he worked it himself, so that the principal is the contractor.

You think the principal then has no advantage from that sub-contract?—Certainly I should think none. I have no reason to think he has any advantage from it. I believe that Mr. Sherman, at the Bull and Mouth, is at this moment paying for part of some of his mail contracts more money than the coaches earn.

What is his object for doing that?—The impossibility of finding anybody else to work the ground which has been thrown upon him in the last contract, and he thinks he has a claim upon the Post-office to take his case into consideration.

Do not you think it objectionable that any person should work a mail who is not directly under any obligation to the Post-office?—I do not think it is practically of any importance, when

Appendix, No 5.

Evidence of *C. Johnson*, Esq.

11 Dec. 1827.

when it happens in such small cases as these. I should think it objectionable to give to one or two persons a distance of a hundred or two miles, and to let those people dispose of it as they think proper.

If you cannot prevent it on a small scale, where is the limit to it?—The thing is not possible to be done.

Are you to be understood to state that if a contractor, who had 100 miles, chose, he might consistently with his contract divide it into 10 portions with 10 sub-contractors?—Yes; but no such contracts exist.

You were understood to state that a contractor had let off certain portions of a road?—Where contractors have two or three stages, or let off a portion, it does not exceed 25 or 26 miles.

The same principle would extend to 100 miles?—In every contract of 100 miles every man has his own stage to work; perhaps there are 10 people for 100 miles; they either work it themselves or give it up to us.

Supposing a contractor to have 50 miles, is it at his option to make a sub-contract for the performance of the conditions of his contract?—If we allowed any person to contract for so much as 50 miles, he no doubt would consider himself entitled under his contract to dispose of some part of that to others. If the Post-office thought it objectionable they can always rectify it once a year; and in point of fact there is not, I believe, a single instance of any one contractor having quite so much as 50 miles.

The object is to ascertain, whether the distance be 50 miles or five miles, or any number of miles, whether a contractor has the power of making a sub-contract?—I think he has the power, but that the thing cannot be done, because no such contract exists; therefore I do not see, with submission, that the evil can arise.

You state that there are some instances of sub-contracts?—Yes; but then they are only for 24 or 26 miles.

The question is whether, under the contracts that are concluded between you and the people who take the running of the coaches, they have a power of sub-letting to any other parties in the execution of part of that contract which they have concluded with you?—I am not aware of anything in the contract which is to hinder all the people who work the mail from London to Manchester, for instance, each of them under-letting to another person; but if they did anything of the sort which I considered objectionable, I should put an end to it at the earliest opportunity.

Have you any reason to think that where sub-contractors do the work, the principals in some cases derive a benefit from the contract?—I have no reason to think that there could be discovered half a dozen, probably not one instance in the country, in which a person has underlet his stage in a mail-coach to his own advantage. It is impossible for me to say that no single case of the kind exists, but I am not aware of any one.

Have you made all the existing contracts?—I think it is probable that, by far the greater part of them being running contracts from year to year, the persons dying and going out of the concern from time to time, that they may have been renewed by me.

There has been no alteration of the terms or the rates, so far as appears in the form of contracts, since the year 1808?—I should think no material alteration in the clauses of the contracts; the only alterations are those of prices.

The price is printed in the contract as if it were an invariable price?—What is considered the regular price is printed in the contract, 3 *d.* the double mile; if we make another price it is obliged to be written in.

Have you ever known any case of a penalty for breach of contract?—We have proceeded against a good number of persons at different times in the Exchequer, when they have been refractory and wilfully lost time, but I believe they have been all let off on paying the expenses incurred.

Have you ever had any occasion to proceed against persons who have carried more passengers than the contract allowed?—Never, I think.

What power has the Post-office with respect to the passengers?—Nothing but the obligations on the contract, and a notice to quit according to that contract, if the conditions are violated.

In case of negligence, and a mail-coach being overturned and damage being done to the passengers or the luggage, where is the redress?—There is no redress, except an action against the contractors.

Would it be desirable in your opinion to have a much more summary process?—We so far take cognizance of this that we have lately summoned a coachman to Bow-street for driving over a heap of stones on Hounslow Heath when he was drunk, and nearly oversetting the coach: there is a warrant out against him at our instance. There is one thing which should be noticed, that the mails are sometimes improperly loaded with Parliamentary Papers, Reports, and Acts of Parliament. I have seen the mails go off with three large sacks of Parliamentary Papers at the top, in addition to the bags of letters. A great many of the public offices send us very large parcels of forms. Some of the departments have, I believe, made contracts with other conveyances to carry their books and forms.

You mentioned that penalties were seldom insisted upon when they were incurred; in whose discretion does it lie whether they shall or shall not be exacted?—When any of the parties have been proceeded against in the Exchequer, it has been, I think, invariably on a report I have made for the information of the Postmaster-general.

A penalty is never sought without its being founded on some report from you?—No, certainly not; it is in fact my complaint, arising out of bad performance of the business. I refer to the wilful loss of time which comes under my inspection daily.

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For anything else would the report be made to you in the first instance?—Yes, it would; or if there were a complaint made to the secretary, it would come in the shape of a reference to me, and then I should report.

If it came in the shape of a letter to the secretary, it would be referred to you?—Yes; if a party made a complaint of breach of contract to the secretary, it would be referred to me, and then, on my report, a prosecution would take place, if the Postmaster-general thought it expedient.

If you thought, on such report, there was ground for a prosecution, should you report or should you direct a prosecution?—For a breach of the contract requiring a prosecution I should report to the Postmaster-general, and not give any instruction till I had his authority for it.

If you thought it did not require it, should you report?—That would depend upon the nature of the case, whether I thought it of sufficient importance to require a report, or whether an admonition from myself to avoid such things in future might not be sufficient.

Does that go to the Postmaster-general as a subject of decision, or is that decided by you and Mr. Freeling?—If I report, it goes to the Postmaster-general; all my reports do, with such observations as Mr. Freeling thinks it his duty to make upon the case.

In what way does the direction come from the Postmaster-general whether to proceed or not?—The report is sent back to me with the minute of the Postmaster general upon it, by way of direction.

If an inquiry is thought necessary upon the subject, is that inquiry conducted by you?—That inquiry is conducted by me; but if it applies to persons at a distance, it would be done through the medium probably of one of the inspectors.

If a complaint is brought before you and an inquiry becomes necessary, how is that conducted?—Upon the receipt of the complaint I should correspond with the parties complained of, putting such questions to them and making such observations as I think the case requires. If I am able to form my judgment, I can either answer the party who complains to me, or make a short memorandum for the information of Mr. Freeling, if the complaint was addressed to him; or if the matter assumed sufficient importance, I should make a regular report for the information of the Postmaster-general; but whether I corresponded with the party or inquired through the inspector might depend on circumstances, or the case itself might be of that importance to render it necessary that an inspector should go.

Suppose, on your communication to the individual complained of, he denied the ground of it, or stated any reasons why the complaint was incorrect; should you, before a decision took place, submit that to the complaining party, and give him the means of substantiating his complaint?—I think in all cases of that sort we should state the substance of the answer to the party complaining; we should perhaps rather assume that there might have been either some mistake or misunderstanding. It would be open to him to rejoin if he was not satisfied.

Your habit is so far that of communicating to the aggrieved party the answer you receive from the person complained of, that if that person sent an incorrect or a false account of what had passed, he would have an opportunity of saying "this man is saying that which is not true, and I beg for further inquiry?"—We always state the substance of the answer to him, that he may have an opportunity of proceeding in such way as he thinks proper.

What means do you take to detect any irregularities which may happen?—The means which I have for detecting irregularities are, first, the time-bills, which come in every morning from all parts of the country, they exhibit the progress of every journey; these are the immediate means of detecting irregularities as to time. Then we depend of course upon the guard as the person to report every remarkable occurrence which takes place, and bound to account for every delay. Then there are the inspectors constantly travelling the country for the purpose of regulating the coaches and seeing what goes on, and who, besides all their separate reports on all subjects, have for two years past returned to me a weekly form containing regular heads of duty.

How many inspectors are there?—Seven.

Are those considered as assistants in your department?—No, they are quite subordinate officers, inasmuch as they are selected from the mail-guards for their good conduct.

Have you not some assistant in your own immediate department?—Two of those are established with salaries, who were originally with the others taken from the mail-guards, but now upon the establishment, called "deputy superintendents." The others have only the pay of mail-guards and an allowance for travelling; they resemble the non-commissioned in the army.

Is there any difference in the duty performed by the deputy superintendents and those distinguished as inspectors?—Scarcely any difference, and none of them negotiate with the contractors unless under special instructions from myself what they are to do.

It sometimes happens that your deputies negotiate the contracts instead of yourself?—In minor instances they sometimes do for short coaches; and I frequently employ them to see persons whom it is necessary to see rather than to correspond with, and to report the result of their conversation and consultation.

They receive travelling allowances?—They do.

You yourself travel occasionally?—I myself travel a great deal.

What is the kind of business you would depute those assistants to perform?—Every great business is unavoidably managed by myself; I mean a mail-coach of any extent. Those persons are very competent to set up, as one of them is now doing, a mail-coach from

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from Manchester to Oldham and Huddersfield, and another from Manchester to Blackburn, where there has been a previous application to the office in London, and an inquiry and order from the Postmaster-general to establish such mail-coaches. It is not absolutely necessary for me to go myself in order to put these into execution.

Is there any difference of expense whether you go or one of those deputies?—Of course there is a difference, the travelling allowances to the deputies being less than to myself; but it is their constant duty to be travelling, and those who receive only the pay of mail-guards would in fact have nothing to subsist upon if they did not travel. They must travel three or four days in the week to look after the mail-coaches, as well as to maintain themselves.

Those persons make their reports to you, and you form your opinion upon those reports?—They make their reports to me, and I exercise my full judgment on the reports I receive. They may make new suggestions for mail coaches or extensions of mail-coaches; and when we have settled in London that any of these smaller things should take place, it is not always necessary for me to go and see the two or three parties, and to carry it into execution; it can be done through those inspectors.

Another part of those persons' duty is to carry on a general superintendence?—A constant and general superintendence of the whole of the service.

How are you made aware of what they do?—By their separate reports to me, and their weekly reports. They make one report every week on certain definite heads of duty, and report on any other occurrence which it is material for me to know, or answer the instructions I send them.

How is the line of their duty fixed?—We have no very precise limits for them; the country is marked out, so that a certain portion is supposed to belong more particularly to one than another; but I feel myself at liberty to send them wherever their services may happen to be wanted.

If an inspector goes down into Lincolnshire, does he use his own discretion what parts he shall visit?—Two of those inspectors I keep in London, they never go out without my order. The others must be left to a certain degree of discretion, but then they state in their reports the objects which induce them to go; and in the summer seasons, if no point of business has occurred, it is still necessary that the officer should go some road, choosing that he has been longest absent from, for general inspection.

What is the average income of those employed in this manner?—Very small, except the two on the establishment; the others have only the pay of mail-guards, amounting to half a guinea a week.

Does not it appear to you to be an inconvenient thing to make the pay or the subsistence of an individual depend upon his travelling, whether that travelling may be useful or not, and to leave in his discretion to travel or not, as he may think proper?—Though I say it is at his discretion, there is not much real discretion about it; because, having to account for the places he goes to, and the business he does, there is an opportunity immediately afforded of saying to him, "Sir, you have been travelling too much without any necessity, and you must confine yourself within narrower limits if there is no particular business calls you out."

When a man is put into a situation in which his subsistence depends upon it, it is rather difficult to draw a very strict line upon the subject; and you would give naturally an indulgence to the extent of that which you think ought to be the income or subsistence of such a man during a year?—I grant that; but I would say, in respect of an inspector who resides so far off as Carlisle or Edinburgh, where it would be impossible that I should direct week by week what he should do, if he did not travel three or four days every week we should lose some part of that superintendence which is constantly requisite.

Would it not be a more desirable thing to give him a considerable proportion of his pay in the way of salary, and a small proportion more dependent upon his travelling?—I am afraid that would not answer the purpose so well, because our object is that he should be with the coaches, present on the various roads, and should keep up that tone and spirit which we so much desire should prevail, and which is lost by his not being there.

Your object then is constant travelling?—Not constant travelling, because I think that if there is not anything special to do, three or four days a week is sufficient, and that is also necessary to his subsistence.

Would it not be a better way to make it imperative upon him to be so many days out in a week, taking the year, and to let his pay stand according to that rule, than to leave it to his discretion to go out as much as he pleases?—There is a higher class of officers who in this respect are in precisely the same situation.

Is each inspector confined to a particular district?—Not entirely to one district, and they are changed from time to time.

Do you think the service has found actual benefit from the superintendence of those persons?—I think that without the assistance of those officers, subordinate as they are, we should not be able to conduct the mail-coach service with the regularity it is done at present.

Do they frequently check irregularities?—Their presence in many instances prevents irregularities.

They travel in the mail-coaches?—They travel with the mail-coaches.

Are complaints made to them?—They are frequently. One of the inspectors has a house at Manchester; when not travelling he goes to the inns when the coaches come in, and sees

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sees the coach arrive, sees that it comes in to its right time, takes the way-bill from the guard, very likely signs it himself; and it is the guard's duty, if anything has occurred out of the common way, to report it to him.

Have they not their constant fixed places of residence?—Yes.

Is there any advantage in that?—They must have a home; they are stationed one at Manchester, another at Exeter, another at Carlisle, another at Edinburgh; those are the points from which they travel. The inspectors keep a register against the guards, besides the records that we keep against them in London. There are two things which are understood to be a cause of dismissal, permitting a person to ride with him behind the coach, and the putting things into the mail-box; many guards have been dismissed for this, on the reports of the inspectors. It is part of the duty of the inspector to unlock the mail-boxes, and see whether there is anything inside them besides the letters.

Does the superintendence of those inspectors extend to the cross posts?—They are simply mail-coach inspectors, nothing else.

What is the aggregate income of those persons when paid for travelling, and everything?—I think their gross receipts for travelling will average perhaps from 200 *l.* to 220 *l.* a year, in addition to the half-guinea per week.

Do they actually visit every line within their district within a certain time?—Travelling at the rate of three or four days a week for general objects or inspection, I think they must go over every part of their district more than once, some roads often.

How do they verify their reports to you?—One check upon them is that they sign the time-bills wherever they are; I know by that, when the time-bills come up, where they are.

Is there any other mode of authenticating the fact of their presence at any particular place?—Nothing but their weekly reports where they have been during the week.

Are they immediately subordinate to any other officer besides yourself?—No, they are directly under the superintendent; they never report to any other persons.

Not to the district surveyors?—No, they sometimes see and communicate with the district surveyors.

It is a part of the condition of every contract that the contractor shall obey all such orders as he shall receive from the Postmaster-general; does it often happen that directions are addressed by the Postmaster-general to the contractor?—No order is addressed by the Postmaster-general, nor do I conceive that anything there is meant but a mere legal phrase in the drawing up a contract, that they are bound to obey every direction which they shall receive from the office; we can give no orders to them which the contract does not empower us to give; the orders go from the superintendent.

Are there any general orders from the superintendent?—No, I think there are no general orders for the government of the contractor, everything is founded upon the contract itself.

In those general terms the contract stipulates, beyond the special provisions of it, that they shall obey all orders they shall receive from the Postmaster-general?—I can give no other account but that it is the sweeping language of the persons who drew it up.

Is it your opinion that an efficient superintendence is obtained by means of these inspectors?—I think as efficient a superintendence as could be obtained by any other means; I think that it has answered in practice very well.

Rather as a preventative than pointing out any ill practices?—I think it is a preventative, and keeping up the spirit of the service in a manner in which it would not otherwise be kept up.

You do not interfere at all with respect to the limitation of fares, you have no power?—We have no power over the fares, but that is often a subject of consideration at the mail-coach meetings; those matters come under discussion when meetings are held for the formation of contracts, or the regulation of the terms.

Is the Postmaster-general ever consulted about the rates of fares?—The Postmaster-general is never consulted, nor do I conceive I am ever consulted officially, but I think it right sometimes to give advice that the fares should not be put too high or too low. It is necessary sometimes to state to the contractors, if you put the fare of your coach very much above the other coaches it will be injurious, and it will destroy it; if you put it too low you will not be able to go on at all; the best way will be to fix it at such a sum that if you get a moderate loading it will give you a proper return. In no other way do we ever take cognizance of the fares; they are not bound to consult the office at all about the fares, that is properly their own concern.

There is considerable difference in the fares?—There is.

From what does that arise?—The general rule is to take a little more than the other coaches, they are generally governed by what the other coaches take.

The whole business of the superintendence of mail-carriages lies with you?—Yes; the inspectors of whom I have been speaking, report constantly the state of the carriages in their different districts.

The existing contract for the supply of coaches is a renewal of a former contract, which was entered into in 1808, is it not?—Yes.

What is the total number of miles travelled under that contract?—I cannot state the exact number of miles, but it is more than 7,000 double miles.

Is the number paid for the number actually travelled?—Yes.

The contract is that they shall travel 8,000 miles?—We are not bound to give more; the contractor is bound to furnish for as great a number as we direct, but we are not bound to give them to the full extent.

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Is about 7,000 miles the total number run by mail-coaches?—More than 7,000 double miles.

Does that include the cross-country mail-coaches?—All the mail-coaches.

They are all supplied in the same manner?—They are.

The contractor is obliged to pay for the use of the coach a fixed rate per mile?—Yes.

Is that rate always the same?—Not always the same; there are many charged 3 *d.* per double mile, and on some of the roads 3½ *d.*

What makes the difference?—I cannot very well state what made the difference originally. I have understood it was partly for the cross-coaches, some of which were charged at 3½ *d.*, carrying another outside passenger, and for the additional trouble of conducting the business at a great distance; but I consider 3*d.* quite a sufficient mileage now, and in altering the mail-coaches and making new arrangements, where some of those which paid 3½ *d.* have merged in other concerns, the allowance has been reduced to 3 *d.*, but there are certain old payments which by the contract Mr. Vidler was entitled to retain.

It appears that this sum was fixed in 1808?—Yes.

You are of opinion that 3*d.* is sufficient on all the roads?—Yes.

Do you find the contractors object to that rate of payment?—The contractors are in the habit of objecting to everything, and they object to that halfpenny when they think there is any probability of their being relieved from it. I find them sometimes objecting to the 3 *d.*, but that is the market price, and what they are paying to other coach-makers.

Have you ever brought that under the consideration of the Postmaster-general?—It could not be brought under the consideration of the Postmaster-general, except at the time of a contract being made, and then no complaint was made.

It is competent to you to make a representation on the subject, with a view to the discontinuance of the contract?—Yes.

Has it ever occurred to you to do that?—No.

Being of opinion that the rate of 3½ *d.* is rather excessive, would it not be proper to bring that under the consideration of the Postmaster-general?—I do not see how the Postmaster-general could interfere; when an opportunity has offered it has been reduced to 3 *d.*, and other opportunities of the same thing may offer, but I should not think it proper to open the whole contract with a view to reducing that which is not paid in many cases.

You consider 3 *d.* a fair and very abundant provision?—No, I consider 3 *d.* is the market price now which is paid for a great many carriages found in London at this moment, and in many large towns in the country; and this seems to be a regular price for mileing a coach.

The question refers to the payment for the coach that is provided?—Yes, the mail-coach builder receives 3 *d.* a mile; and generally speaking, private coachbuilders receive the same sum, therefore I infer that it is not too much.

You know that fact?—Yes.

Who are the persons who generally provide the stage-coaches?—Those in the most considerable business I think are Wright and Powell, in Clerkenwell.

Is 3 *d.* a mile their general charge?—I believe it will be found their ordinary charge; I am not sure whether the London coach-masters have not succeeded in some instances in getting it at less, but I know they succeed in charging at that rate to their country coach partners.

Are not those coaches fitted up much more expensively than the mail-coaches?—Yes, it is probable they may be more expensively built, but we do not want our mail-coaches to be better than good.

Are they not more conveniently fitted up?—The more expensively they build the coaches the less profit they must derive, of course. I think it probable that many of the stage coaches cost more in the fitting up of them than the mail-coaches pay; but nothing can be better in point of substantiality than the mail-coaches are.

What is the lowest rate of mileage you have heard of as being in use among coach proprietors?—I have heard of an agreement being made for a farthing less, 2¾ *d.*, and some of the Brighton coaches, I believe, for 2½ *d.*

Have you any knowledge of the profits of the mail-coach contractors?—None whatever.

Who is the present contractor?—The present contractor is Mr. Edward Parratt, the son-in-law of the late Mr. Vidler; it has devolved upon him as his representative.

What is the necessity for confining by contract the persons who run the mail-coaches to take their coaches from any particular individual?—The present arrangement is coeval with the institution of mail-coaches; it was established by Mr. Palmer himself, and has been continued ever since. I am not aware that the objects sought by it could be any other than responsibility, regularity and facility of control, to have everything in regular and a sort of regimental order.

How is that effect produced by that in a greater degree than it would have been by their being built by different persons, and inspected by some officer to see that they came up to the standard?—By the present mode we have a great supply of mail-coaches constantly ready for every purpose for which they are wanted; and we know by experience that they are so well built, and so well found, that it contributes to the regularity of the service. If there were half-a-dozen builders they might not all conduct their business with the same regularity, and the inspection would become more difficult if the establishments were scattered about the country. The contractors building their own coaches would, I conceive, be

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be attended with very great inconvenience: supposing we contracted with any London house to put a new coach on a certain line of road, the first thing would be telling us they had no coaches ready; we can have them at a week's or less notice, on the present system. If we had separate builders, we should have a separate depôt in this and the other place. If any decided improvement were to be discovered, we have the means under our present contract of requiring it to be attended to. The Postmaster-general has the power, under the contract, to require any coach he may direct to be built. I find great difficulty in the instances of the pair-horse coaches, where we have allowed them to build their own coaches, in keeping them to their contract: they try to put up more irons for extra luggage, and so on.

Your inspector of course will look to that?—Certainly, that is part of his duty; but it makes more points of inspection.

Do you know what is the reason for making a 14 years' contract for the supply of coaches?—The parties who first made those contracts are all dead, and we do not know the exact motives which weighed with them. We pursued the same system, thinking it was a very good one; one reason is, that no person could enter into such an undertaking as that without embarking a great capital, and engaging very large premises.

The present contract, dated the 30th December 1821, is for 14 years; was the previous contract for 14 years?—Yes, precisely so; and the previous one to that also.

What is the provision out of London in case of accident to any of the coaches?—We keep spare coaches at different stations.

What are the stations?—We keep them at various places on the north road; there is one kept at Grantham, another at Wetherby, and another at Newcastle.

Do you mean by saying "we keep them," that the coaches are the property of the Post-office?—No, they are kept by our order, and by our distribution; there is a number kept which is adequate for the working the road in our idea.

Can you make any estimate of what would remunerate the contractors for the provision of the coaches themselves?—No, I have never gone sufficiently into the detail to do that.

You cannot tell how much the expense of each coach is on a certain number of miles?—No, I cannot tell.

It is pretty well known what the wear and tear of a coach is?—It is pretty well known to those who build them.

Do you know what the prime cost is?—No, I do not; I know that the wear and tear is very considerable, and the consumption of wheels in particular.

Do you know how many mail-coaches there are actually fit for use?—I think there are 250 coaches to perform the number of miles that are performed every 24 hours; and perhaps there are 50 more in the service of the office, at the sub-factories the contractor has at such places as York, Edinburgh, Manchester and Birmingham.

Then it would require 300 coaches to perform the present duty?—Yes.

Are they all built in London?—There are many repairs done in the country; when a coach gets so much out of repair as to require a thorough repair, it is sent up to London.

If a contractor chose to say he will build his coaches at Edinburgh or York, would it be at his option to do so?—Yes, certainly, I think it would; and I see no objection to it; I think there would be some advantages.

What are the terms of the contract with the coach-builder?—The terms are, that he shall provide as many carriages as the Postmaster-general requires, and that the Postmaster-general will undertake that the contractor shall pay him for the use of those coaches a certain rate per mile.

The rate per mile is not an universal rate per mile?—No, I have already explained that; the far greater part is at 3 *d.* a double mile, but some remain as in the former contract, 3½ *d.*; those are the only two rates.

For that is he obliged to maintain the coaches in proper condition; are all repairs and injuries that they may suffer at his expense?—He is obliged to keep the coaches in a constant state of repair, and he makes no extra charges to the contractor except for those accidents which are not the result of fair wear and tear. If a coach is upset by the negligence of the driver, he is not answerable for the damage done upon that occasion; if a vicious horse kicks in a boot, a small charge is made for that; if a wheel breaks or an axletree, that is his affair, and he repairs it.

Under what inspection are the coaches, with a view to the state in which they are when they are sent off to perform their journies?—They are subject, in the first place, in London, to my own inspection, whenever I think proper to go to the factory to see how the business is going on there; and they are subject to the inspection of the various travelling inspectors in the country, who report every week on the state of the coaches as well as other matters.

Is there any person particularly charged with the inspection of the state of the coaches each stage; is any one charged to walk round to see that no bolt is loose, and that the machinery is all in order?—It is the guard's duty to do that upon every journey, and the inspector's duty, in the country, to examine the coaches from time to time when he falls in with them.

Do you find the coaches uniformly well-built?—Uniformly. I cannot say too much in praise of the manner in which the work is generally done, which is proved by the very moderate amount of accidents and consequent irregularities.

Have you tried the effect of competition in the contract?—We have not; we were satisfied with the manner in which it had been done; we did not, however, renew it

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without deducting from Mr. Vidler 1,250 *l.* per annum, which had been paid to him previously.

Have you any rule by which you can judge of the profits of the contractor?—No, we have no official knowledge.

Have you any knowledge whether you are not imposing upon those persons who use his coaches a tax beyond the amount which is necessary?—We have no knowledge, except the comparison of the prices for the mail-coaches with those which the proprietors are paying for other coaches. They have been, during the war, paying 4 *d.*, when Mr. Vidler received 3 *d.*; and his representatives are now receiving the same as the coach proprietors in general pay.

May it not have happened that the precedent of a rate of mileage set by the mail-coach system is the minimum that the private coach-builders took?—No, I think not; because the private-coach establishment must have preceded the mail-coach establishments; the practice of men building for a mileage was in existence before that.

What are the expenses which fall upon the revenue?—Merely the incidental bill for drawing the coaches from the inns, and the oiling and greasing and washing; no other expenses fall upon the revenue. When a new establishment is to be made, we are at the expense of sending the coaches down to the place to begin them; they come worked up afterwards. I believe those are all the heads of expense; the only important thing is the regular quarterly bill for drawing them from the different inns, washing, oiling, &c.

Do the Post-office pay the mileage to the contractor, and recover it again from the persons who run the mail-coaches, or do they pay it?—No; the contractors who work the coaches pay it themselves by accepting bills. We pay nothing but the incident bill I have mentioned.

Were those expenses you have mentioned for oiling and greasing and cleansing considered always as not included in the contract?—Always, from the very commencement. It has been so considered in the trade; other coach-builders have been paid for the same services. A coach-builder has nothing to do but to turn out a complete coach, ready for the journey; if it comes to his house to be washed and the wheels oiled, that is considered an extra service.

With respect to the mail-coaches, how is that payment regulated?—It is the established allowance which has been made for a great many years, and continued.

Amounting altogether to how much?—About 2,400 *l.* a year.

That was always a separate charge from the commencement of the contract?—Yes.

The contractors were never required to pay any part of that?—They never were; that is the only sum that we contribute directly to the support of the mail-coaches. I wish it was a better business to the contractors who work the mail-coaches; then we should have much less trouble with it.

Has there been any alteration lately in the construction of mail-coaches?—No essential alteration; they are considerably lighter than they were.

Are they all supposed to be exactly on the same plan?—Exactly. We could improve the mails as carriages; but wanting the whole of the back part for the letters, we could not do it. We have got to place the outside passengers, the coachman, and two of the inside passengers, on the fore-wheels; so that it is not well arranged for its weight.

How are the expresses regulated?—If a person presents himself at Lombard-street he is attended to by the clerk in waiting, who dispatches the express by a person engaged to supply a horse; and it is sent on by the innkeeper, or any person in the next town who will let a horse to hire.

It is a matter of right to an individual to have an express if he will pay for it?—Yes, it is; but they go very slowly, and there are now very few of them.

What are the terms on which an express is sent?—Eleven-pence per mile.

Is the time fixed; they are obliged to go so many miles?—It is considered that they ought to do seven miles an hour; that is expected.

In the case of expresses, after a person has formally demanded an express at the Post-office, and it is directed by some person at the Post-office, does the Post-office become responsible for the safe delivery of the letter?—No, I think not for its delivery within the time at the rate of seven miles an hour, because very often there are difficulties and delays occur on the road; the office would consider itself responsible, certainly, for the mere safety of letters.

Does the Post-office take the exclusive direction of the times of stopping of the mail-coaches on the roads?—Yes, certainly; the times are under our direction. They are subject, of course, to the convenience of the proprietors and the passengers; it is a partnership. There are two things which must be made compatible, the conveyance of letters and the convenience of the passengers, or a mail-coach could not exist at all.

That is arranged, of course, according to circumstances?—Yes; in arranging the Edinburgh mail it was thought better to have several long stops than a number of small ones, and that has been more satisfactory to the passengers. In going to Liverpool we do not stop at all for dinner, but allow them only 15 minutes for lunch.

What difference in the terms of the contract does the increase of a mile in the hour make?—It has made very little actual difference, for the highest we have paid for accelerated coaches is 5 *d.*; and through the whole line by Manchester and Carlisle to Edinburgh, it is only 4 *d.*

Do you regulate the distances of the several stages?—Not directly by any absolute power, saying they shall be so; but by all the interference that can be fairly used.

In an instance where expedition has been increased, the stage has been altered?—Yes, in

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in some instances; and in the Edinburgh mail it was made a condition that they should not run above 10 miles.

Do not you think that would be a good regulation in all cases?—Yes, if it did not bring with it a demand for a greater allowance.

In many instances the stages are less than that distance?—Yes; I should be glad if no stage exceeded nine miles.

Was there ever any idea of dispatching the mails at different times?—Not on the part of the Post-office; there have been schemes for sending a Holyhead mail off at six in the morning, and for sending one to Liverpool. Sir Henry Parnell has been very anxious to have a morning mail, to enable the Members to write after the House has sat; and the Liverpool merchants have been anxious for a morning mail, to take the letters from the ports, such as Harwich, Dover and Portsmouth, without the delay of a day in London.

What has been considered the objection to that?—I think more the expense of additional establishments, and that it could not be confined to Liverpool; that it must be extended, and that it could not answer on a general scale.

It does not fall within your department particularly to consider the expediency of altering the times of the mails?—Not specifically my duty: that must fall to be considered generally amongst us.

Suppose the departure of the London mail was governed by the time when it would be convenient for it to arrive at the place of its final destination, would there not be a great advantage by dividing the business in the Inland-office?—I do not know whether it would be attended with advantage to the Inland-office, but it would be attended with great inconvenience to the public; they would not be aware of the particular times for each place. I think it would perplex the clerks of the Post-office; that an uniform hour is upon the whole better.

Does not that create a great press at the particular moment?—It does so; but I think the other mode would disturb our arrangement. The mails arriving at the hours they do in the country, meet the cross posts at certain places.

Might not that make corresponding alterations in the country necessary?—We have been making so many alterations for the last nine or ten years, we want to have a little pause and see the effect. We are afraid lest we should injure the public by perpetual alterations of the post. Some of the mail-coaches have not remained at the same hours long enough for people to be used to them, or feel the advantages.

Appendix, No. 6.

EVIDENCE of Mr. *William Horne*, 17 December 1827.

Mr. *W. Horne*

17 Dec 1827.

YOU are a proprietor of stage-coaches to a considerable extent?—I have a great number of horses employed in coach business.

Will you have the goodness to describe the general mode of managing the public carriages, not being mail-coaches: first, as to the carriages themselves, how do you obtain the coaches?—In some instances we find them ourselves as partners; sometimes one partner furnishes the company; in some instances the company have their own coaches, and in more instances they hire them.

Are you, generally speaking, the sole proprietor of the coaches, or are you engaged in a company to whom a great proportion of the coaches belong?—Very few of the coaches are our own; we used to have so much trouble with coachmakers' bills that I have very few myself, and there are very few companys' coaches; we rather choose to hire.

Is your business conducted by a company?—I am the sole proprietor in London of the number of horses I have, but I join with persons in different country towns.

What are the general terms upon which coaches are hired by you?—That is various; we do it at so much per mile; we pay the coachmaker so much to furnish us with such a description of coach.

You of course specify the sort of coach you require?—Yes; we sometimes want a heavy coach, which is a stout-built coach, in other instances we want a light-built coach, and we tell him the description of coach we want.

Do you specify the way in which it is to be got up, and what accommodation it is to have?—Yes.

The Commissioners understand that you are acquainted with the mail-coaches?—I have two that I use.

In what respects do your coaches, in the construction of them, differ from the mail-coaches?—I think they are of a little better appearance than the mail-coaches, because a mail-coach is as much like a cart as a coach.

Do you consider the accommodation of them as superior?—I do not know as to that; when you are inside of them the mail-coaches are roomy.

Are yours as large as the mail-coaches?—Not so large generally inside.

Are they constructed differently with respect to their ease in going?—They are hung differently; they are hung with two fore springs, that is four in front and four behind; the mail has four in front and a long one behind.

Do you consider that as contributing to the ease of the passengers?—That a good deal depends upon the loading; in the mail-coaches the single hind spring is so rough that if it is lightly loaded you cannot keep your seat without holding by the side.

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Do the terms differ with respect to different kinds of coaches much?—Yes; according to the different roads and the different sort of trade we pay different prices for them.

For those coaches which in your opinion come nearest the mail-coaches in point of lightness of construction, and the number of passengers they carry, what is the contract that you make?—It is very various; we pay 2 ¼ *d.* the double mile for some, 2 ½ *d.* for others, and we used to pay 3 *d.*, but there is hardly any instance of that now; we do in some instances, for instance to Oxford, where the nature of the place is such that we are obliged to require the coachmaker to put plate glass, and to paint the coach frequently, and to stuff the sides like a gentleman's carriage.

Are you sufficiently acquainted with the construction of a mail-coach, and the prices paid for mail-coaches, to state whether, in your opinion, your coaches of the description you have been mentioning are more expensive in their construction than the mail-coaches?—Considerably more; they carry four in and 12 out, and a considerable quantity of luggage; the others carry but four in and three out.

Do you know what is the average cost of building a stage-coach?—About 140 *l.*

Who are the greatest builders of stage-coaches in London?—I do almost all my business with Wright and Powell in Clerkenwell-green; I pay them near 6,000 *l.* a year for stage-coaches.

You of course know the manner in which mail-coaches are supplied to the public?—Yes.

That is, that if you run a mail-coach you are obliged to take it from a particular place, and to pay a certain price for it?—Yes.

Do you think that some advantage might not arise from that, instead of being a close contract, being open to competition?—I should think it would not be advisable for the Government of the country to subdivide it too much; but I think if it were put into two parts it would become an object of competition with builders, but it would not do to subdivide it too much, because so much attention would not be paid.

What would be the objection to the Post-office agreeing with persons to provide mail-coaches, and to carry the mail at a certain rate per mile, allowing every man to find his own coach?—In that case it would be with us to pay a penalty if we did not forward the bags in time, which we do at present.

Do you think it would be of advantage to the public?—It would be of advantage to the coachmaster, because he would get his coaches much cheaper.

In that case would it not also be of advantage to the public?—If we did our business cheaper we could carry them cheaper, it would serve us materially as coachmasters. I may state that we coachmasters mean to pay a visit to the House of Commons, or else to the Treasury, because we cannot go on as we are, we are so obtruded upon by the vexatious Act of Parliament that Mr. Sykes has introduced; we are harassed by informers every day. I have continually to go to Hammersmith or to Deptford to go before the magistrates, because the Act subjects us to a penalty for every little error; for instance, if we lose a plate or any little thing of that sort, an informer gives information of it, and then we are summoned before the magistrates. My partner had to go to Exeter the other day. Now it might be very well left to the office, because they keep inspectors and other persons to look after it, and then, if we did wrong, and it was shown that it was only by accident, we should present a memorial, and it would be dismissed; but we can do nothing with those fellows less than pay the penalty.

Were not those provisions intended to be applicable to persons of a different description?—It was first of all put for the purpose of looking after the short-stage coachmasters, but it includes now not only cases of defrauding the revenue, but every little error; for instance, the Liverpool coach broke down at Tamworth, we borrowed a coach belonging to Waterhouse & Company, it had Waterhouse's name, and although the numbers upon the plates were just the same, I had to pay 20 *l.* penalty; it went back again, and therefore there were two 10 *l.* penalties. Now I think we are entitled to some consideration, because we pay an immense revenue to the State; I pay 25,000 *l.* a year myself duty.

Is the Act you refer to an Act of last session?—It is a new Act; it is precisely the same with postchaises, but they have got relief from the Treasury; they said they would not send out a postchaise unless it was altered; the chaises were liable to a penalty if they brought back a back-carriage.

Does not the restriction imposed upon mail-coaches, not to carry a certain number of passengers on the outside, or a certain weight of luggage, make it necessary that the contractors should be paid more than would pe paid for common stage-coaches, which are without any such restriction?—They pay us so much per mile; they give us 3 *d.* per mile, and the 3 *d.* they take from us for the coach.

Does the mileage in the stage-coaches cover all repairs?—Completely.

Do you pay anything for oiling and greasing and washing, to the coach contractors?—No, nor yet for the mail.

What do you think is the difference with respect to the wear and tear between a stage-coach and a mail-coach?—From the nature of the loading of a stage-coach, and the manner of building of the mail-coaches, the wear and tear is considerably less upon the mail-coaches; the mail-coaches have a larger perch and an iron tire, and everything is made to last long.

Then of course the contractor for supplying the mail-coaches ought to be able to supply them much cheaper than the stage coaches?—Certainly.

Then knowing the terms of both, can you explain what is the cause of the difference?—Because it is an old contract which has been made this 30 years.

You do not imagine that there is any reasonable ground for the difference?—None; I should

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I should be happy to take the contract if the Government would give me 2 *d.* instead of 3 *d.*, and find security too. In the first place, when that contract was taken 30 years ago, the roads were quite in a different state; 20 years ago I used to pay 3½ *d.*, and in some instances 4 *d.*, instead of 2½ *d.*; it was war time, and therefore iron was considerably dearer; leather and everything is cheaper now than it was then.

Are all the materials of the coach-making trade considerably cheaper?—Everything is cheaper, except labour, and that is not dearer.

Is there any understanding among the coachmasters as to the terms they wish to give for the use of the stage-coaches?—No, we each make our own bargains.

You do not agree among yourselves not to give above a certain price?—No; we generally know as a matter of trade what others give. One says to another, "What do you pay your coachmaker?" and he says, "then I shall not pay my man more."

Do you suppose there is any understanding upon the subject amongst the persons that supply the coachmasters?—We will not permit that; there is always sufficient competition.

With respect to the comparative speed of conveyance by the mail and by the light stage-coaches, have the mails much advantage over you?—My opinion is that the mails go too fast; they travel so fast in dark nights that they continually meet with accidents. My coach was unfortunate enough to kill a gentleman a few nights ago; the Manchester mail some time ago almost destroyed three or four people.

Are your coaches always accompanied by a guard?—All the night-coaches, and most of the day-coaches in winter time; they go some 20 or 30 miles out of London.

Do you apprehend that the expense of running a mail-coach is less than the expense of running one of your coaches, with respect to horsing?—I should think it was, but not a great deal, because we do not use such a valuable stock, but then we wear them out faster by the pace.

Do the coaches of a light description go as fast as the mails?—Yes, some of the day-coaches do; but then the mail-coaches go at night; the night-coaches do not go so fast as the mails.

It is presumed that in those coaches you are obliged to give a little more time for the accommodation of passengers than the mails do?—Yes; but I do not think we have any coaches that travel so fast as the mails. The mails in some instances go 10 and 11 miles an hour; I believe the Manchester mail goes as fast as that.

How are your horses provided?—We buy them.

Are you the proprietor of all the horses you use?—Yes, every one of them.

On what roads are your coaches principally?—Everywhere almost; I have a good many on the north road; I have 200 at Barnet.

Do you find your own harness?—Yes, I buy it of Mr. Maberly, and mend it myself.

What number of horses have you?—I have never had quite 800, but I have generally had between 700 and 800 employed in my own trade.

What is your average expenditure upon that number, from the wear and tear of horses?—The wear and tear is a great deal; some years we are more fortunate with horses than in others; we consider that one in every three wears out, that we lose one-third of the stock in a year, either by accident or wearing out, or disease or something.

If you were to strike an average of the value of the horses you purchased for those coaches, about what should you state it at?—About 35 *l.*, I should think not less.

Do you calculate any number of horses as necessary for a given distance?—Yes; some people give a horse a mile; I generally think there ought to be 10 horses to a twelve-mile stage, that is the team and a rest-horse.

Would you have any objection to state what is a remunerating produce per mile, to cover the expenses of running a coach?—With respect to the horses, that would depend upon the price of corn; I cannot specify any sum, for it varies so much. On the other side of Stamford they can horse a coach 50 per cent. cheaper than I can, because they get everything so cheap.

Upon a general estimate, would you say that 1 *l.* a week per mile was a remunerating produce?—Certainly not, upon the average; I would not horse a mail-coach out of London at 5 *l.* per mile, unless I had some other interest coupled with it; there is the horse to keep, you cannot keep him under a guinea a week; then there is his flesh, his harness and his shoeing. If you keep a horse a mile, that makes up the money at once; there is 25 *s.* a horse, and that comes to 5 *l.*, and you must very nearly keep a horse a mile.

When you say you would not horse a coach out of London at that price, do you speak of a stage-coach that carries more passengers than a mail-coach?—It is much the same; but if the mail-coach marks the house, and brings a good many parcels and receives a good many, and is a leading point with reference to other coaches, we would rather take it for the sake of those advantages; and upon those grounds we often horse them, so that we often horse a mail for nothing at all, because it leads to other advantages.

Can you form an estimate what a mail-coach earns per mile upon an average, upon any given road?—I should think they do not average 5 *l.* per mile; I think about 4 *l.* 10 *s.* is the most they earn.

How does the system of employing mail-coaches for the conveyance of passengers and letters affect the stage coach business?—If the mails were not running, the parcels would come to the stage-coaches.

Do you conceive there is any prejudice to the stage-coach business from the running of mail-coaches?—They are so indispensably necessary for the use of the Government and the public, that it would never be thought of to do them away again.

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Do you regulate your charges for passengers and luggage and parcels in any degree by the rates taken by the mail-coaches?—They generally carry the small parcels, and we carry the bulky ones; we keep an eye to their charges, if they charge 1½ *d.* we may be charging 1 *d.* per lb. for luggage.

Your fares are all lower than those of the mail-coaches, are they not?—Yes.

What is your ordinary speed with the stage-coaches?—It varies; sometimes 10 miles, and in other instances seven.

Do you go as many as 10 miles with 14 passengers?—Yes, in day-time, to Brighton for instance; we go to Cambridge faster still.

Do you go long stages or short?—Short, when we go fast.

What number of passengers do you take in your light coaches?—Four in, and 10 out, including the guard.

Upon the heavy coaches?—We are allowed to carry 12; but then we are not allowed to carry any luggage outside, and therefore in general we only carry 10.

Is there any limitation of luggage on the light coaches?—If a coach carries but four in and ten outside, there is no limitation as to weight; there is as to height.

What is the longest stage you now run?—Twelve miles in some instances, but we generally make two sixes where there is a twelve-mile stage.

Does that require a greater number of horses?—Yes, but we think that they last longer, because if we have a twelve-mile stage nothing but a good horse will do, therefore we cannot use them so long.

Is not the great advantage of travelling in mail-coaches, that you are sure of their punctuality?—Yes, but they are very little more sure than stage-coaches are.

Do you use time-bills in the stage-coaches?—Yes, just the same as with the mails.

Do you employ guards upon your coaches?—Upon the night-coaches, and only in the day in and out of London.

If a person going in a stage-coach does not perform his journey within the time specified, has he any remedy?—If a person going to Liverpool, for instance, says "what time does your coach set out, and what time does it arrive;" if he loses a ship by any delay, the proprietor is liable to an action for it, and they frequently threaten actions.

What check have you upon the actual travelling of the coaches?—In the first place the coachmen must get through in a certain time; and then, if one partner on the road finds the coach does not come down to its place of destination in time, he makes a complaint, and says he will leave the coach.

What amount of tolls do you pay in the course of the year?—That I cannot tell without my book; we generally average the tolls at 3 *d.* a mile.

In some districts is not the rate of the tolls more than 3 *d.* a mile?—In some roads it is.

Do you make a composition with the trustees?—No, we pay them as the board directs; all the composition we make is, that sometimes we ask them to allow us to change at a stable between such and such a gate, because if they will not we must go through; and then sometimes we compromise it.

Does it ever happen that mails are conveyed in your stage-coaches?—In some instances; I have two, the one is called the foreign mail to Dover, which is a common stage-coach, and the other is a Southampton mail, which carries the cross-country bags.

Upon what terms do you carry those mails?—For a very small pay. The Dover mail is paid per annum; the exemption from the tolls is the great thing we look to.

Are you bound to perform the journey in a given time?—Yes, we sign a contract, and the contract states that the mail shall be delivered at a certain time and at a certain price.

Are they common stage-coaches?—Yes, and the Harwich mail is also carried in a common stage-coach.

Has there ever been any irregularity about the delivery of the mails carried in those coaches?—No.

Do not you consider the bags exposed to more danger, from the number of passengers?—No, I do not see that they are, because upon all those occasions either the mail-guard or our own guard goes with them. The Yarmouth mail also is carried by a stage-coach, and then a guard is carried; when we take the mail we take a guard.

What would happen if the bags were lost in any one of those coaches; should you be liable for them?—I should think not; the Post-office must know our notice of non-liability.

Is not the Dover coach a very old-established mail?—Only since the peace.

You are bound to bring that mail whenever it arrives?—Certainly, we are paid so much per annum for it, and if the coach is gone we are obliged to bring it in a cart.

How many hours do you take to bring that mail from Dover?—I think we are allowed nine hours.

Are you concerned in any other mail contracts?—Yes, Chester and Hastings.

What do you think are the comparative profits of mail-coaches and stage-coaches?—They are so various I cannot tell; sometimes a line of road is pretty good for a time, and then it would be bad from competition.

Considering the exemption from tolls, would not you rather run a mail-coach than a stage-coach, with a view to profit?—No, because we cannot carry the number of passengers, and we cannot shift our hours with the mail-coaches; and if the mail-coach comes to Bristol at four o'clock in the afternoon, the stage-coach takes care to be about half an hour before four.

How is the payment of the mileage for the mail-coaches arranged; do you pay it in advance?—

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advance?—Nobody pays in advance; the Post-office accepts bills nine months in advance; they are not paid in advance except by an acceptance.

How is it managed in the case of the stage-coaches?—That varies a good deal; sometimes they pay once a month, sometimes once a quarter, and sometimes they come and get 500 *l.* or 600 *l.* upon account, and the balance afterwards.

Was it always the case with respect to the mail-coaches, that the mileage was paid in that way?—Always, ever since the first establishment.

With respect to the mail-coaches, what casualties are you required to pay for?—If we break a splinter-bar or break a wheel, or overturn them, we pay for the repairs.

That is, whenever it is any accident that is supposed to happen from negligence or overturning?—Yes.

Is the Post-office strict in requiring you to make those payments?—Not the Post-office; Vidler's house make a bill for incidents.

What communication have you with the Post-office?—By receiving the bonus they give us for carrying the mails, and the signing the contract.

The Commissioners understand that the speed of the Chester mail was increased lately?—Yes.

Was the mileage increased?—Yes.

What was it previously?—The common price of 3 *d.*, now it is 5 *d.*

Do you consider the additional 2 *d.* as a temporary increase?—We could not afford to do it at 3 *d.* at the pace they wanted us to go; I believe the Manchester mail has an allowance for going an additional pace. I had rather it had remained as it was.

Do you find that the increased speed makes much difference in the consumption of horse-flesh?—Considerably; it wears them out, it kicks all their legs to pieces.

Is there any officer of the Post-office that interferes about the condition of the horses?—Yes; if the superintendent or the inspector sees a person's horses in an advanced state, and that they do not do their work well and in time, Mr. Johnson generally sends them a letter threatening to put them out of the contract, or do something or other.

Do you ever make any representation to the Postmaster-general upon the subject of the roads, or any obstruction you find in the performance of the contract?—Yes, I think we have upon some occasions; we are invited so to do.

Is it with the Postmaster-general you communicate, or with the superintendent of mail-coaches?—Only with Mr. Johnson.

And you make your contracts with him?—Yes.

Did you make an application for an increase of 2 *d.* a mile, when the acceleration took place upon the Chester mail?—When the acceleration took place all the partners said, "We cannot do it at the present rate."

Did you make a representation of that to Mr. Johnson?—He was present at Northampton; he wanted us all to go faster, and we said we would give it up unless there was an increase.

If there were no objection to it, would you upon any of your stage-coaches undertake to carry the mail for an exemption from tolls, or any other consideration?—Certainly not.

Would not you like to carry the mails, if you were allowed, upon your stage-coaches?—That would depend upon the pace; we could not in some instances go the pace by night, with any safety: suppose a heavy-loaded coach to Birmingham going the pace that the Holyhead mail goes, which is above nine miles an hour, it would not be safe for the passengers.

When a passenger finds any irregularity about the number of passengers, or anything of that kind, in a mail-coach, what ought he to do?—I hardly ever knew an instance of carrying more than the number; it is never attempted, there are not seats.

Are you allowed to carry four and a child?—Yes, we call it four and a half; it is four and a child under seven years old.

Do you think that the mail-coach system admits of improvement in any way?—There has been a great deal done: the only question is, whether they do not go too fast; it endangers the public lives, it destroys the stock, and I do not see that it answers any good purpose.

If a new contract is to be made for carrying the mails on any road, what sort of notice have you of such a contract being wanted?—It has been advertised in several instances.

Is it usually so?—Mr. Johnson generally does it with persons that have contracted upon that line of road; there have been instances of advertisements: for instance, when the Holyhead mail changed its road, he advertised for tenders.

How long have you had the Chester mail?—Ever since I have been at Charing-cross, about 15 or 16 years.

And always by a renewal of the contract from time to time?—Yes; when it was changed from 3 *d.* to 5 *d.* we were obliged to have a new contract.

Appendix, No. 7.

EVIDENCE of Mr. *William Chaplin,* 18 December 1827.

Mr. *W. Chaplin.*

YOU are a considerable stage-coach proprietor?—Yes; we have between 300 and 400 horses engaged in the coach business.

Are you proprietor of coaches as well as of horses?—Not many of them; we hire most of them by contract.

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Evidence of Mr. *W. Chaplin.*

18 Dec. 1827.

In what way do you usually make your contracts; is it for a coach at a certain price, or so much per mile?—For a coach to be found per mile, they taking all the wear and tear of the journey, and keeping us a good coach fit to do the business.

Upon the system of jobbing a coach, the same as any private individual?—Yes; except that we pay so much per mile, instead of so much per week or month.

What are the usual terms on which you contract per mile for your coach?—It depends upon the route, and also the length of the journey; a coachmaker would undertake a long journey at a less price than he would a short distance near London, for the investment of capital is not much greater, and the returns are much quicker. For a distance of 30 miles he would want 3 *d.*, perhaps 3 ¼ *d.*; but if we wanted a coach to Manchester, where the return for it was greater on the coaches employed, I could get it very respectably done for 2 ½ *d.*

Have you ever got it for less than 2 ½ *d.*?—Yes, I have.

The Commissioners have understood it is done sometimes for 2 ¼ *d.*?—Yes, but I would scarcely feel myself warranted in employing persons at that rate; there are certainly establishments, for instance at Norwich, where labour is cheaper, but the quality of the article produced is quite inferior to that we pay 2 ½ *d.* for in London. I prefer giving the 2 ½ *d.* to those persons. In the country they do not well understand the principle upon which a coach should be hung, and the labour is much greater to the horses.

Do you contract for the best wood and iron?—The very best; the friction in the work will not allow of our having any alloy. It is professed to be all Swedish, the other is too brittle.

Do you suppose the iron particularly is of the same quality as the first-rate coachmakers put into gentlemen's carriages?—I have no question of that, for we give the coachmaker to understand that he should be responsible for what we may be liable to for accident, if that accident occurs from defect of his carriage.

Is it under a written contract you generally deal with the coachmaker?—No; we cannot say how long, or to what time, we can continue a coach on a road. If circumstances are adverse to our prospects we decline it, and if we had a written engagement with the coachmaker for a time we could not throw it up so well. It is a mutual accommodation; they take the thing off our hands when we give up; we go to them when we wish. I think they appear to be very well contented with 2 ½ *d.* a mile.

Why are the short distances at a higher price?—For a coach to pass up and down to Rochester there must be two coaches; those two coaches would just as well do 100 miles a day as 30; the consequence is the coachmaker has 280 *l.* embarked, and he is only receiving a small stipend per month instead of a greater sum.

The difference of wear and tear is not an equivalent?—No; they all prefer about 150 miles.

In all cases, in speaking of a mile you mean the double mile?—Yes.

You pay 3 ½ *d.* in some cases?—But rarely; I understand there are several who do.

You do not suppose any pay more than 3 ½ *d.*?—There are circumstances in which a man would have sufficient influence to command a high price for anything that he chose to offer to people to join him in; he might hold such a situation. Mr. Brotherton of Liverpool, for instance, is an exceedingly opulent man; he may have got most of the large inns under his control, and he would lay down his own practice: "I will build my own coaches, and will have such a price for them," he would say; "if you want to work a coach from London to Liverpool with me, I have no objection, but I shall find the coach;" it will be for us then to consider whether his interest in the town to fill the coach is worth a sacrifice of so much a mile to him for his machinery. That would not apply at all to the general public trade. I should think 2 ½ *d.* is about the average of the general trade.

Whereabout do you consider the price of a good stage-coach for four insides; a light coach?—About 140 *l.* well fitted; if got up rather in superior style, 150 *l.* Much depends upon the laces and the extra fittings.

When you agree for your mileage, that includes all expense of accidents and repairs?—We are not liable to the repairs.

To what sort of accidents are you liable?—We know of very few; there is a sort of give and take arrangement among us; they do not overturn very often, and when they do the manner in which the roof-irons are now made to project over saves a great deal of the jar of the coach; except with the mails, what they term incidental occurrences or charges; we do not have them with the regular coachmakers one in fifty, only with Mr. Vidler; it is more rigidly observed with him; when we have a splinter-bar broken he supposes it to be a want of management, and he charges it.

Do you work any mails?—Yes, we work one to Hull and Lincoln.

At what rate are you furnished with the mail-coach?—We pay 3 *d.* a mile, that is the price I have paid ever since I have been connected with it.

Do you consider the mail-coach as well worth 3 *d.* a mile as a light coach?—To the contractor, I should say, if it was profitable, which I presume it is, to find a stage-coach for 2 ½ *d.*, then it is exceedingly profitable to furnish a mail-coach at that price, from the plainness of its fitting; it is economically got up, it is very well fitted for its purpose.

Can you state what would be the price of a mail-coach built by a person in the habit of building carriages generally?—I should apprehend about 100 *l.*; I should have no question that that would be sufficient.

The wear and tear of a mail-coach is less than of a common stage-coach, from its carrying less loads?—Yes.

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Therefore the profit to the contractor is greater in that point of view?—Yes, I should imagine the profit of it is acquired from its length and duration, for circumstances have turned of late in favour of such a contract since the superior management o the roads; the road our mail goes I could not have got our coach done for 2 ½ *d.* a mile seven years ago, because the large stones and the bad state of that road made friction much greater, and now they have got into a principle of almost pulverizing the stones there is no jar, nor a third of the wear and tear. I should imagine the mail, which probably it was worth 3 *d.* a mile to find, certainly now is not, from circumstances, even supposing the articles in use to be bearing the same price; I am hardly able to judge whether they are dearer or cheaper.

Is your experience sufficient to have observed whether the mail-coaches last materially longer than they did, whether the wear and tear is less than it was?—No, we cannot tell that; they adapt them to such journies as they want, they do not keep the Hull or the Lincoln mail to that road entirely, but when they get a little worn they put them on another road; a Manchester mail, hardly trustworthy to go to Manchester, would be put to go to Dover. I know that, having them all on one scale; the labels that say where the mail is going are all shifted, and we know that we have fresh mails continually, but we do not know precisely where the others are put.

How does the difference of speed between a mail-coach and another coach affect the coaches?—I think the wear is greater the faster they go.

Then the difference in that respect would be against a mail-coach?—Yes, certainly.

What is your speed on the Hull road?—Ten miles an hour; it is the same as the Manchester, it is the top pace.

What is your greatest speed in a stage-coach?—That is not so well regulated, for we go by fits and starts; sometimes 12 miles an hour, sometimes 14, where there is competition, sometimes less where there is not the same competition. We calculate eight miles, and travel nine; we make eight good generally on all the roads on which we have coaches; to do nine miles an hour from end to end, for 100 miles, taking in the mails, is a great pressure.

The mails on an average do not go above eight miles an hour?—No; the mails are not loaded in the same way, and the stoppages are not so frequent; they can make their way better with the mails; we can get the mails on faster than we can the coaches, we can get them at equal pace with the coach with less wear.

All things considered, do you think the wear and tear of a mail-coach greater or less than that of a stage-coach?—I think it is less; in the first place it is built stronger, and in the next place it does not carry the same loads.

Do you find your own harness in the mail-coaches?—Yes.

Does it when actually travelling go faster than your fast coaches, or not so fast?—As I observed, our travelling with our stage-coaches is so liable to alteration; I think the mail-coaches are conducted on very steady principles, the best principle; their travelling as a body is better than the stage-coach travelling generally, but there are occasionally coaches to Brighton or Cheltenham, when a new start takes place, which do it in faster time; but if you take a mail and another coach for two years, the mail will be found to be the speediest.

When a stage-coach is actually travelling, does it not go a faster pace than a mail?—Yes, it certainly does.

Then, if a stage-coach goes a faster pace when travelling, will not the wear and tear be greater upon that than upon a mail?—Yes, it will; it is the speed they go that increases the wear; when they stand still, which the stage-coaches more frequently do on the road, not being so rigid in their time, they must go faster to effect their journey within a certain time.

How is the business of the mail-coach contractor executed?—The business is well done; and if I may be allowed an opinion on the putting it to competition, I do not think it would answer to divide it; I do not think that the commerce of the country, and the whole management, would benefit by my having a Hull coach and Mr. Waterhouse a Manchester coach to find, and so on.

What would be the inconvenience of the individual contractors supplying the mails, the same as they do the stages?—They would not have the depôts that the man who has the whole of them has; for instance, there are a vast number of cross-country mails. Supposing I had the Manchester mail: if I have a mail going from Manchester into Scotland, and across the country from Leeds to Liverpool and Hull, I must have a depôt at Manchester and fresh mails, so that there may not be the slightest impediment; if I had the mail only to Manchester, and no mail crossways, I should not have so many coaches standing about, nor any interest in correcting any evil that might occur.

Is not there the same necessity for having occasional supplies of stage-coaches?—Yes, but that is not done so regularly as the mails; they are liable to more irregularity unquestionably.

Some of the best of the light coaches are almost as regular as the mails in point of journies, are they not?—We keep our time, but there are fresh carriages changing. Suppose I was going to start a coach to Cheltenham, I should make my arrangements with a man who had business in that country, that would assist me very much if any accident should occur; but if I took the mail contract for myself, for instance to Cheltenham, without any other business there, I should not be at all secure in doing the Post-office business, nor sufficiently to be depended upon for carrying the letters. I think it must be admitted on all hands, that if they have been done plainly and not expensively, they have been well done as to punctuality and safety.

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Is there any proportion which you calculate between the number of miles you have to do, and the number of horses which you keep?—Yes, a line must be drawn within 50 miles of London; further down the country, in the north for instance, where the roads are harder and there is better stone, they keep a less quantity of stock; but with what we have upon the road at work, and the army of reserve we have to keep up, we reckon a horse a mile.

Do you actually keep a horse a mile?—Yes, decidedly; what we employ and the non-effectives.

What do you consider the consumption of horse-flesh; in what proportion in the course of the year do you lose horses?—That is a question that must depend on circumstances; if I was working a great quantity of fast business, or there was competition, my stock would work up in a greater proportion. The stock of the London proprietors has not the same advantage as in the country, where they breathe pure air and the roads are light; we have our stocks kept in a small compass; the month of November has been exceedingly unfavourable; in mild foggy weather, if they get any sort of epidemic fever among them they are visited with death directly.

Does one in three, or one in five, become useless in the course of the year?—We generally change one-third every year; I change them more frequently; many persons wear them close. I have thought it better not to stop till they get old, but when I find them failing in their limbs or constitutions to patch them up and sell them, and get in a fresh horse.

What is about the average price of a stage-coach horse?—For London business they average pretty well from 33*l.* to 35*l.*; they are generally larger and more showy than those in the country.

Can you find horses at that price to do your mail-coach work?—Yes, we can, for we do not want the size.

What would you consider a remunerating produce of a stage-coach per mile, per week or per month?—That varies according to the distance; for 40 miles round London we cannot work so cheap as in the country, the food and rent and horsekeeper's labour is all cheaper; in the north, for instance, they can work a pound a mile cheaper than we can: I would answer for myself, that were I not benefitted by a sort of agency or warehouse business attached to an extensive concern, I could not work a coach under 5*l.* a mile: if you put down a horse a mile, and 10 miles with 10 horses, and you calculate upon 25*s.* a week the average wear and tear of that stock, that would bring it exactly to 50*l.*, and that 10*l.* at 5*l.* per mile is 50*l.* In the country, where perhaps eight horses would do the 10 miles on a light road, and we are always loaded out of town more perhaps than in the country, they might get on and do better with 4*l.* 10*s.*, but I cannot state anything under 5*l.* But it will not do to calculate upon that, upon the mileage, as a remuneration, for I have not a shadow of doubt that, were the coaching account of the nation kept regularly, the whole is decidedly a loss; the working the coach for the labour is decidedly a loss, and the public have the turn. These are the effects that keep people at it; the innkeepers who have the breakfasting and dining the people get a profit in that way, and some little privileges attached to a particular situation make a difference, but the business of working a coach, taking it as a concern generally, is decidedly a loss. When I say it would take 5*l.* to work it at the average price of things, I do not think that the average is 4*l.*

In your calculation you mention nothing for the interest of your capital?—I mentioned 25*s.* as a fair price to include wear and tear, and other items.

Do you carry any mails in your stage-coaches?—We did; we had a sort of auxiliary mail in our Lincoln coach, and we have one now to Harwich.

How are you paid for that?—That is a general contract; there are no proprietors who have a coach to Harwich but myself, and the foreign mails, when they come in by the packets, go by carts; we take the business of the Post-office for so much a year.

What is the sum you receive annually?—£.900 a year for bringing the mails up by coach or cart or postchaise, whenever a packet arrives from Holland.

Do you carry them down?—We take down the foreign mails on Tuesday and Friday nights.

How often do you bring them up?—That all depends upon the wind; sometimes there are five or six in together, and sometimes they come in regularly.

In the regular course there would be two a week in as well as out?—I suppose so; there are more than that.

Whatever the number is you are bound to carry them all?—Yes, all the foreign mails go down in the two nights; but in coming in, there is the Cuxhaven packet and the Hamburgh, and others; I am not aware how many exactly.

Was that contract made on a scale of mileage?—I believe it was; it has been going on for a length of time; it has become now a very bad one; there is no trade. We used in our coaches to make it answer; it was a tolerably respectable contract at one time, when there was communication with Holland; but since the communication has been opened to other parts of the Continent, and the steam-packets sail to Holland direct from London, we have been wanting to get rid of the contract. When we have a postchaise up from Harwich, 72 miles, and pay the post-masters 15*d.* and 18*d.* a mile, it soon runs into 900*l.*

You are not restricted as to the number of passengers upon that coach?—No, there is no necessity, it does not average three on a night; it has become a very confined thing.

Are you exempt from toll only when you carry the mail?—Yes, when we have not the bags the turnpike-keepers make us pay; but Tuesday and Friday nights we avoid the toll.

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The tolls are a very heavy charge on your stage-coaches?—Yes, they form a leading item in our disbursements.

Can you form any estimate of the expense per mile?—I should say from 12 *s.* to 15 *s.* per mile per month; roads vary very much in their turnpikes. Our disbursements come to 2 *l.* per month before we can divide anything for our labour; the turnpikes and the duty, and the coachman, and so on; so that we must earn 7 *l.* a mile before we can share 5 *l.*

Are you in communication with the Postmaster-general or any of the officers of the Post-office?—No, with none but Mr. Johnson; what business I have had to do has always been done with him.

Have you had occasion to make any representations to him?—I have.

On what subjects?—We have altered the pace of the Lincoln mail, and I have been with him upon that; and I have been with him on the Harwich packet contract, and he has given us reason to suppose that the packets were about to be upon a better footing, and that we might draw the trade that way.

Whenever any difference of arrangement takes place, in what way is it notified to you?—Generally by Mr. Johnson; if any suggestion is made of an alteration or improvement in the districts in which I am concerned, he sends for me to the Post-office to see him; he is always easy of access.

Is there any subject on which you are desirous of making any representation to the Commissioners?—We are very much annoyed with respect to assessed taxes. We have the numbers on the coaches, in consequence of the informations we have been subject to, and we have been very particular as to the names of the persons in the licence; the day they sell out or change, the partner in London receives a communication that one of the partners has sold his interest to another man; we have to give information at the Stamp-office, and then there is a fresh licence in the fresh names; that is taken notice of by the assessors in in a country town, and they try to make the assessed taxes of a coach, which are only five guineas a year, chargeable on the company for every such change of either of the partners for the year.

Appendix, No. 8.

EVIDENCE of Mr. *Peter Mountain,* 18 December 1827.

Mr. *P. Mountain.*

ARE you a proprietor of stage-coaches?—My mother is; I conduct the business for her.

Have you any concern with mail-coaches?—One mail, the Boston and Cambridge.

How do you provide your stage-coaches?—We make some of them ourselves, and others we farm by the mile.

Which do you consider the most advantageous to you?—In our premises we pay no rent for the factory; we make a coachmaker's shop out of part, therefore that is a saving of expense.

What does a stage-coach cost you in building?—£. 110, or somewhat more.

Will that build a good comfortable stage-coach?—Perhaps about 120 guineas.

What is your ordinary rate of mileage for the coaches you hire?—According to the roads, 3 *d.* and 3 ¼ *d.* and 3 ½ *d.*; we have 3 ½ *d.* for some of the coaches we ourselves build, we charge it to the company.

Do you hire coaches from the coachmakers for your own use?—Yes.

What is the ordinary charge in those cases?—Three pence.

What should you think a coach built on the construction of a mail-coach would cost?—I have no idea; we have but one mail, and my attention is not much called to that.

You are aware of the difference of construction, and are perhaps enabled to form a comparison of the price?—I never paid attention to that so as to form an estimate.

Do you horse the stage-coaches yourself?—Yes.

What is the extent of your establishment?—Two hundred horses.

How many horses do you reckon to a 10-mile stage?—According to the pace they go; we keep one for every mile in general.

What produce per mile per month would pay your expenses and give you a fair profit?—I should think five guineas; if we are unfortunate with our stock that would make it come to more.

You only run out of London?—No.

The expense would be considerably less in distant parts?—The further our horses are from home the more expensive we find it, we are liable to robberies of our servants.

But an establishment in the country would be carried on at less expense by a person interested in watching it?—Yes, certainly, the country proprietor would conduct it a less expense than we can in London.

What should a country proprietor have to remunerate him?—I should think about 4 *l.* 10 *s.*

What do you suppose the actual earnings, generally speaking, of a stage-coach will amount to?—I should think there are very few that average 4 *l.* take the year round; there is not a coach out of our yard that averages that, one or two of them 4 *l.* to four guineas; the thing is over done.

Do you consider that a remunerating price?—No, certainly not.

What do you consider the lowest remunerating price?—£. 5 to five guineas, provided we are

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are fortunate with our stock; if we are unfortunate with it, double that would not repay; if we lose a horse, it would be 40 guineas loss at once.

Do you calculate upon paying for the coach a mileage of 3 *d.* or 3½ *d.*?—We never buy them out; we generally pay the coachmaker 3 *d.*, in some instances 3½ *d.*

Is not that a higher price than is usually paid by other persons who run coaches?—There are very few alterations, our coaches are generally the same all the year round; some of the proprietors run summer coaches to Brighton and so on, ours are heavy-loaded coaches and run long distances.

You do not apprehend you pay more for your mileage for very long distances than for short ones?—No, we pay 3 *d.* generally.

How long have you been in this course of business?—I have conducted it for nine years for my mother; it was conducted by my father and grandfather before that.

Do you know whether any alteration has taken place in any given time in the amount of the contracts under which you pay 3 *d.* per mile?—It has been reduced; it used to be formerly 3½ *d.* and 4 *d.* I can show some contracts in our yard where we paid 4 *d.*, but these were heavy coaches and carried six inside; till about three years ago we paid that.

In any of the new contracts you are about to make, do you expect to get them at a lower price?—When there are any meetings our country connections are trying to reduce the amount; they tell me they can get a coach at 3 *d.*, I mean the double mile.

What do you pay Mr. Vidler?—Three pence, I think.

Do you think that a reasonable rate of payment for mail-coaches?—I think if stage-coaches mile at that price, they might do it for less, or the same price; in stage-coaches there is a great deal of beading and ornament and lining, and some of them are more expensive in their make than the mail-coaches.

Is there more wear and tear in a mail-coach or a stage-coach?—I should think there is more in a stage-coach than in a mail-coach.

Do any of your stage-coaches carry mails?—No, not any of them; in fact I know very little of the mails, we have but one mail from our establishment. May I be permitted to observe that we have been put to a great deal of trouble since the plates have been put on the coaches, from the common informers?

In speaking of the rate of mileage, does that cover all the expenses?—Yes: if the coach is overturned or any serious accident, the coachmaker looks to the proprietors.

When you provide a coach and charge a mileage for it, you make no other charge but the mileage?—No.

Do you do the oiling and greasing and so on?—Yes, we charge to the company on some of the roads 1 *s.* a day for greasing and washing and so on.

Appendix, No. 9.

EVIDENCE of Mr. *William Waterhouse,* 18 December 1827.

Mr. *W. Waterhouse.*

YOU are a principal mail-coach contractor?—I work several mails.

Do you also work stage-coaches?—I do.

How do you provide your stage-coaches?—I get most of them furnished by coachmakers at so much per mile; some I buy myself.

What mileage do you usually pay for a stage-coach?—I have been in the habit of paying latterely 3 *d.* the double mile, 1½ *d.* each way.

Is that the lowest rate of mileage you are subject to?—I have some few done at 2½ *d.*, those that go on good roads; but very few at 2½ *d.*, most of them at 3 *d.*

Has that been an existing rate for a considerable length of time?—Yes, it has.

Did you ever pay more?—Three-pence halfpenny was the price when labour was very dear and materials dear; 3½ *d.* we paid during the late war; since that we have got them down to 3 *d.* generally, and, I have some few now at 2½ *d*; but the coachmakers who furnish me at 2½ *d.* say they get nothing worth their while for it, and we have some trouble to keep them up to the right mark of good repair inside and out.

The mileage covers everything, repairs of every kind?—Yes.

You are not charged anything for extras?—No, not by persons that I have my stage-coaches from.

Has there not been a great improvement of the roads, which should tend to reduce the price of the mileage, within 10 or 20 years?—Yes, there has on most roads.

The wear and tear must be considerably less now than formerly?—That is my argument with the coachmakers that it is so, that is my opinion.

But you have not found that argument successful in obtaining a reduction?—I got them down to 3 *d.* generally, and some few to 2½ *d.*, but the generality I pay 3 *d.* per mile for.

The majority of your coaches you procure in that way?—Yes; some few I have bought.

When you buy or build a coach, what do you estimate its cost?—I never build, I buy of the coachmaker; I pay 140 *l.* for them.

Is that a light coach or a heavy coach?—A post-coach; pair-horse coaches may be bought for about 120 *l.*

What coachmakers do you principally employ?—I employ Wright & Powells, in Ray-street, a good deal; I have some done at Birmingham, and I have some done by a person at the top of Goswell-street, of the name of Whitbourn.

Do you suppose you get your business done as favourably as your neighbours?—Yes, I am

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I am sure I do; I pay them once a month; within the last three months I have got some of my coaches reduced to 2½ *d.*

What do you pay to Mr. Vidler on your mail-coach contracts?—Three-pence the double mile.

Is that too much or too little, in your opinion?—I cannot tell the profits arising on that trade, but I think it is quite enough, that is my opinion; they are all built on one system and one plan, but I think they can furnish those sort of carriages better, and the wear and tear is much less in my opinion than in a stage-coach, which is loaded outside and with luggage about it in all directions; I consider the wear and tear of a post-coach much greater than that of a mail-coach.

Can you form any idea of the cost of building a mail-coach?—I think from 120 *l.* to 140 *l.*, with good linings and good construction.

Do you think it costs as much to build a mail-coach as a stage-coach?—I think pretty near, if they furnish them well with good linings and good materials; I think they cannot build a mail-coach at much less than from 120 *l.* to 140 *l.* with everything complete.

What is your idea as to the comparative wear and tear of a mail-coach and a stage-coach?—I can hardly tell; but if I was a coachmaker I had as soon furnish mail-coaches at 2½ *d.* as I would stage-coaches at 3 *d.*, that is as far as I can form my judgment of the difference of wear and tear.

What is the reason of that difference of the wear and tear?—The reason is that they have not luggage tied on the roof nor any behind, nor have they so many outside passengers, and the load is not so heavy; it is reduced pretty nearly to a certainty, whereas on stage-coaches sometimes we run light, but sometimes we have a heavier load on post-coaches than we can possibly put on mails.

You have only seven passengers by a mail-coach, but you may have 14 by a stage-coach?—Yes, and there is luggage hung to the irons in every direction: sometimes I think there is a difference in the wear and tear of a halfpenny a double mile. I was never a coachbuilder, but I speak from my experience of their going.

You bear in mind in that estimate the greater speed of the mail-coaches?—Yes, I take all into the account.

Do you apprehend that the mail-coaches do go at a greater rate of speed while they are going than the other coaches?—I think generally they do.

The other coaches stop more frequently?—Yes, they are obliged to transact business; but still I think that the mail-coaches go faster.

What is the greatest speed your stage-coaches go?—On the average, I think about eight miles an hour.

Is that inclusive or exclusive of stoppages?—Inclusive of stoppages. I think on some roads we go faster than on others; we go down to Birmingham in 13 hours by a day post-coach; with the mail we do it in 12 hours.

Will you have any objection to stating what you think a remunerating price per mile, per month or per week, for a stage-coach, including the horses and coach and every expense?—According to the present price of horse provender, I am convinced we cannot work any post-coach for less than from 5 *l.* to five guineas a mile. If I work a 10-mile stage I am obliged to keep 10 horses, and so on in proportion; that is keeping a horse a mile, besides having them frequently sick and not able to work.

What number of horses do you keep?—I think as nearly 400 as possible.

At what are you able to buy them, taking your stock all round?—My horses average 40 *l.* a piece, or rather better.

You do not horse any coaches at a distance from London, do you?—Sometimes I am obliged to horse them 40 or 50 miles out, or pay a mileage for horsing them.

Do you take them according to the rate of remuneration you require?—Yes; I have worked 50 and 60 miles out myself on several of my coaches.

Have you time-bills with your stage-coaches?—We have.

Do you think they are pretty nearly as punctual in performing their journies as the mail-coaches are?—No, I do not think they are; sometimes they get a heavy load, and if the roads are heavy by frost I think it is impossible for the horses to get through at certain times, to keep their time quite so regularly as the mail-coaches do. I have more than a horse a mile on every mail-coach I work.

What is the average loss of horses in the course of a year?—That is quite uncertain, it depends upon good luck and bad luck; I think according to my calculation, about once in four years we must replace our stock if we have a good deal of fast work; the faster we work the greater the destruction of horse-flesh.

What is the longest stage you allow to be run now?—On the north road I run to Whetstone, which is between nine and ten miles: my next is six miles to South Mims, I keep eight horses for that stage, that is a very bad stage. I make four stages to Redburn, a distance of only 26 miles from Lad-lane.

You find it cheaper to keep more horses and make shorter stages?—Yes; I find that they cannot live and do their work unless we do that. I make three stages down to Ingatestone, that is only 23 miles; we find that if they were not hurried they could go 10 or 12 miles, but not with the fast travelling there is now.

Is there any suggestion that you would wish to offer with respect to the mail-coach system?—No, I do not think there is. I was asked whether the mileage included all expenses; it does on our post-coaches, but on the mail-coaches we have a quarterly bill sent in, which they term an incident bill.

Does that come from Mr. Vidler?—It does.

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Evidence of Mr. *W. Waterhouse.*

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What does that comprehend?—Broken glasses, horses kicking the boot in, and broken splinter-bars and different things; it does not amount to a great deal, but that we have never had from our coachmaker.

Have you a charge from other coachmakers for oiling or greasing or cleaning?—No.

You do not pay for anything of that kind with respect to the mails?—No; we pay for the coach-houses, wherever we are obliged to keep a spare mail-coach.

It is not at your option where they shall be kept?—No, it is not; that is left with the Post-office.

Is that under your contract?—I believe it is.

Has that always been the case within your experience?—Yes, it has during my experience, that is for about 35 years.

What do you pay for tolls in the course of a year?—I am not able to answer that question without referring to my book.

Do you reckon it at any particular rate per mile?—They vary on different roads.

Do any of your stage-coaches carry mails?—No.

Do you think that coaches can be more cheaply built than formerly?—We have paid as high as 3½ *d.* a mile for our coaches, and for our stage-coaches too; we have got a reduction of late years.

The roads run much ligher than they did formerly?—Yes.

You consider that as worth a halfpenny a mile?—Yes, we have got the coachbuilders down in consequence of that.

The mail-coach contractor has not come down?—Not of late years: during the war when leather and wood were dear, we paid him 3½ *d.* for a certain period.

Do not you think that the change that has taken place in the roads in the country generally speaking, ought to have reduced the milage to a greater extent than it has been done?—I think there is room for a little more reduction than what has taken place.

Did you ever compare the sum received with the services of a mail-coach during a year, with the sum received by a coachmaker for building a carriage of the most expensive description?—No, I never have noticed that.

Have you any idea of what are the gross earnings upon the mileage of any mail-coach during a year, on any given number of miles?—If I was at home I could answer that question in a moment. May I be permitted to say that we conceive the stamp duty too high? we pay to the Stamp-office 2½ *d.* a single mile, whether we are full or empty.

What amount of duty do you pay in a year?—I should suppose from 1,200 *l.* to 1,300 *l.* a month, besides our connections in the country. We have also been very much troubled with common informers, in case of our losing a plate.

Appendix, No. 10.

EVIDENCE of Mr. *James Whitbourn*, 20 December 1827.

Mr. *James Whitbourn.*

YOU are a coachbuilder?—I am.

Have you been long in that line?—Yes, above 40 years, apprentice and all.

What are the carriages which you are principally in the habit of building?—Principally for the road; stage-coaches of various kinds.

You build to a very considerable extent, do you not?—Yes, I do a good many.

Will you have the goodness to state what is the expense to the proprietors of coaches of different descriptions?—When I was an apprentice every stage proprietor used to have his own coaches.

In what mode do you supply coaches now?—Sometimes I build them for money, sometimes I find them at so much a mile.

When you build for money, at what price do you furnish them?—The usual price we used to have for a six-inside long coach was 160 *l.*, and what we call a post-coach with four insides at 140 *l.*; that was the regular price. Sometimes for one of the short stage-coaches about 130 guineas; a pair-horse coach, such as those to Paddington and Greenwich.

Is that about the price now?—Yes; I built one last week for Mr. Williams, a coachmaker at Bristol, and he paid me 140 sovereigns for it. I make a little difference where a person is in the trade.

Was that as good a post-coach as can be made?—Yes, that coach cost me 130 *l.* or 132 *l.* at least; I did not get above 10 *l.* upon it, but that was for the trade; 150 *l.* is the regular trade price. Sometimes they are fitted up more expensively; then of course we charge more for them, but I mean a plain cloth lining with good fittings up.

When you build them for the purpose of letting out, how are you paid, by the mileage or by the time?—By the mile; sometimes I contract at so much a month.

Taking the two descriptions of coaches, what do you receive a mile for the larger and what for the smaller?—Threepence a mile is the regular price for the stage post-coaches: there are no six-inside coaches now; there may be a short stage, to Windsor for instance, that carries six inside, but generally speaking they are four-inside coaches now; they are about the same size inside as the mail-coaches. I worked as a journeyman in the mail-coach yard once.

Comparing the building and the fitting up, and the construction altogether, do you consider those to be on a more or less expensive scale than the mail-coaches?—The mail-coach I should consider is built at less expense, for this reason, with the mail-coach there is a sameness all the way through, they are all made alike, but when working for different people every

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Evidence of Mr. *James Whitbourn.*

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every one has his own opinion; "I wish to have mine finished so and so, and shaped in such a form;" with another there is some little difference, and with those things as a matter of course it is attended with a little more expense.

In point of fitting up, are they equal to the mail-coaches in your opinion, or superior?—I should rather think a little superior in general; in the mails there is a regular sameness all the way through. I should think according to what I have seen, having worked in the mail-coach factory when I was first out of my time in the year 1794, according to the fitting up of those things it is likely that a thing of that sort might be done for about 10 *l.* less than I could afford to get up one; I do not think I could get up one well for that work for less than about 120 guineas, as nearly as might be; I am taking into calculation the quantity of work and the way in which it is performed. They have not to cut things in a different form, as I have.

Do you think that the public post-coaches are better in point of accommodation, are they easier and better hung?—Yes, I should think they certainly are.

Is the convenience of the passengers more consulted than in the mail-coaches?—Yes, we are compelled to build them to answer to the horses; if they are not built so as to answer to the innkeeper he will not put his horses on; they have the privilege of refusing that with other coaches.

The common rate of running for the mail-coaches is 3 *d.* a mile?—I believe that is the rate, I understand it used to be that years ago; there is one thing to be said, I have 3¼ *d.* a mile for Mr. Pickford's vans to Manchester. The roads formerly used to oblige them to be made a great deal heavier than now; now the roads are better the coaches are made lighter, but the wear and tear is tantamount, for we were allowed to put more timber in, and the coaches would answer equally as long, if not longer; the difference upon that is the pace they go now; they used to be jogging along five miles an hour or about six, now they go 10 or 11 miles an hour, I do not mean to say everywhere. I made half a dozen new coaches and put on with the coach company to Bristol; I have 3 *d.* a mile for them, but they make haste, they generally go 10 miles an hour; if a coach makes 10 miles an hour they must, to allow for stoppages, go 12 in some cases.

You think that the wear and tear makes those coaches as expensive as the others?—Yes, and the mail-coaches and all others are made faster in proportion to the goodness of the road; and their going that tremendous pace occasions as much wear and tear as some of the vans, because the one goes at five miles an hour and the other at 10.

What do you calculate the wear and tear of a coach, the supporting a coach during a year to be, one with another?—That is really a thing which I do not know how to come at; I keep a regular account against myself, to see whether it pays me or not.

Supposing a coach to go as fast as a mail-coach, and to travel as much as any one mail-coach would travel, what do you conceive would be the expense?—I do not conceive that I get quite a halfpenny a mile profit upon my coaches.

How long will such a coach last?—There is a difference according to the time of the year; they have one time to do as much work again as at another, according to the season.

What would be the expense of the wear and tear of a mail-coach, for instance?—I do not know how I could form an idea with respect to the wear and tear of a mail-coach; I make a profit on the earnings, I do not set down the gross sum.

You have an account against each coach probably?—Yes, I have.

That of course does not include accidents?—Accidents are paid for generally by the proprietors.

How many pair of wheels does a stage-coach wear out?—I cannot answer that, for it depends upon what number of miles they run and the road they go.

Taking it on any given road on which your coaches run?—I could not tell how many pair of wheels my own wear out, or the number of miles, without referring to my book. There is one coach running to Manchester, in 25 days I put on 12 new wheels and 24 tires; I generally reckon them by the rate per mile.

If you have a coach of which you are proprietor, and that is hired out, you must consider the original price and the repairs it is subject to?—Yes, that is the way we set it down.

Whatever you set down you can tell us?—I can by referring to my book; the nearest account that I can give is this: my coaches I always reckon exceed 2½ *d.* per mile, on an average one with another, where I get 3 *d.*

Can you state what would be the expense of the repairs, in round figures, of such a coach in a year?—One of our coaches does not last more than from four to five years, and they are half made new again in the time, except the body; in four years all the carriage must be new.

Do you think it doubles its price in that time?—Yes, by far more than that, when we come to add the tires to it.

What is the expense of tires?—They are generally done by the pound, so much a set.

What would you charge for tires for a set of wheels?—We generally reckon them at 4 *l.* a set, 4 *l.* 10 *s.*, and to 5 *l.*

How many tires will a wheel wear out?—If it is a good wheel, I generally reckon it to wear out three tires, sometimes four.

What is the expense of a set of wheels?—We generally reckon them at 12 guineas a set, made and put on complete; some of them we put three-quarters of an inch thick, some five-eighths thick.

Supposing them to be worth 4 *l.* or four guineas, that would make the remaining part of a set of wheels worth eight?—I should conceive that a set of wheels for a mail-coach

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coach, put on, must lay them in 10 guineas a set at least; I have generally 12 guineas a set for our wheels.

You do not know how many sets of wheels you put on to any of your coaches in one year?—I cannot tell exactly.

Have you ever put on 10?—No; I have put on 10 new sets of tires in 12 months.

The other parts of the carriage go on for a greater time?—Yes; the axletrees want lining once in 12 months at least, then there is wear and tear with the bars, those are things that want repair every week.

Do you supply the harness?—No, only the bars and draw-chains and drag-chains, and things of that kind; the proprietors of the horses find the harness.

If you were offered a contract to furnish 100 mail-coaches, and keep them in repair, what should you think a proper sum to ask?—I do not consider that the contractor ought to have less than 3 *d.* a mile, to get a fair living by them; I conceive it will cost him 2½ *d.* and a fractional part of a farthing.

You do not think the contract for supplying the mail-coaches has been a valuable thing?—He will have a fair living profit, nothing more.

Have you any knowledge what the profits have been?—No, neither directly or indirectly; I have never been in the place since I worked there 33 years ago.

Mr. Vidler has had the contract a great while, has not he?—Yes.

It has been a good thing to him, has it not?—Yes, I have no doubt it has been; there is a sameness in it which there is not in ours, that gives a great advantage to him certainly.

According to the present state of the roads and the improvements that have been made within a few years, if the contract for the mail-coaches is not a very profitable thing now, it must have been a very ruinous thing before?—I do not see that; it is about the same now as it formerly has been, for the pace has increased with the goodness of the roads; and the pace, I find on my carriages, knocks them about more than a few extra hundred weights.

You think that the increased pace is more than equal to the improvements of the roads?—Yes. I have worked particularly in the tire branch, when the roads used to be so bad we did not wear them out so fast as we do now; some few years ago when the stones were not broken so small, I have known a tire worn out in 14 days, and that of the best foreign iron.

Would you rather supply a mail-coach or a stage-coach, for the same mileage?—If it was put to my choice, I should certainly prefer a mail-coach.

Why?—For the best of all reasons, that I should have but one sort of thing to make.

Then you would rather supply a mail-coach on a mileage of 3 *d.* than a stage-coach?—Yes, for there is a certainty in one; Mr. Waterhouse has taken three or four things off the road a few days ago, then they are upon my hand.

What is the difference in wear between a mail-coach and a stage-coach?—There is not much difference, but there is more weight about a stage-coach; there are but seven people about a mail-coach, and about a common stage-coach there are 14 or 15.

When you supply a coach on a mileage, is there anything additional paid you?—Everything is included.

Do you grease and so on?—I generally make mine to go with oil; if there is any oiling at the other end of the journey, I generally pay for it.

Do you make any regular charge beyond the mileage?—No, I do exactly the same as the mail-coaches do.

Can you afford to supply a stage-coach for 3 *d.* a mile?—Yes, that is my price.

Have you never taken a lower rate of mileage?—Sometimes I have, where they find their own stock.

What is the lowest rate you have taken?—I have had some as low as 2½ *d.*, where it was a light thing; that has been when I have had an old coach, or something of that kind, and a person has offered me so much a mile for it; it would not do to build new ones at that price; that is the reason that I stated that it was a better job to work a mail-coach, on account of the certainty of the thing, and its carrying less weight.

Appendix, No. 11.

EVIDENCE of Mr. *Joseph Wright*, 20 December 1827.

Mr. *Joseph Wright.*

YOU are a partner in the house of Wright & Powell, coachbuilders?—Yes.

You build coaches principally for the road?—Yes, stage-coaches.

What description of coaches do you build?—Telegraph coaches chiefly.

What do you call telegraph coaches?—With fore and hind boot, to carry four inside passengers and 10 or 12 outside passengers.

Are those coaches supplied to the persons who run them for money, or principally on on a rent?—By the mile.

The whole of them?—The greater part of them, unless any of them choose to have their own stock; the principal part of our business is in that way.

Is the construction of those coaches pretty much the same as that of the mail-coaches, or are there any particular differences?—The mode of hanging them and the shape differ.

Are the building and fitting-up of them the same?—They differ there; almost every coach

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coach differs from another, according to the fancy of the proprietor for whom they are provided.

Comparing one of those coaches to a mail-coach, which do you apprehend is the most expensive in point of construction?—I apprehend the stage-coach is most expensive; there is such a sameness in the mail-coaches, they are not fitted up in the manner the stage-coaches generally are.

Do you consider that difference to be considerable in point of expense?—I do, certainly.

A coach of the kind you build, the Commissioners are told costs about 140 *l.*?—That is the general price.

How much dearer do you think that is than the construction of a mail-coach would be?—I can hardly form an idea; I should think 20 *l.*

How long does a coach last?—It depends entirely upon the work which it does.

Supposing it to be in constant work upon a road of common goodness?—It is hardly possible to say, for the stage-coach proprietors are so whimsical, if they take a fancy that a stage is heavy, they will say they will not work it, that they will have one lighter.

Taking the average?—I should say five years, but during that time there is a new carriage prhaps, and a good many things done to it.

What are you obliged to find?—Everything except lamps and luggage-covers.

You are obliged to keep it in complete repair?—Yes.

They are responsible for accidents?—On our contract it is generally understood that they are responsible for accidents, but we are seldom fortunate enough to get anything for them, though the coach is knocked to pieces; sometimes they will tell us that a wheel came off, when afterwards we ascertained that there was no such thing occurred.

What proportion should you calculate the expense of the repairs bears to the original cost of the coach?—Our business is done in that sort of way I can hardly say; we keep people to repair them, but never set them down specifically.

Do not you keep an account against each coach, that you may know whether your business answers?—No, we do not.

Do not you estimate, in calculating your mileage, how much will be the cost of the coach, and how much will be the repairs?—We calculate the mileage to Manchester or Liverpool, for instance, and we put on a coach and we must do the repairs.

How many new sets of wheels would a coach require while it ran, which you say is about five years?—Five or six sets of wheels.

Do you run any coaches to Bath?—Yes.

Cannot you calculate how much it would cost you to keep such a coach in good repair?—I have never calculated that.

How can you know whether the mileage pays you?—If we do not find ourselves behind hand at the end of the year, we are satisfied; if we find our stock increased in the mean time when we get 3 *d.* a mile, we consider ourselves pretty well paid.

But you cannot divide that into the expense of the stock and the expense of the repairs?—No.

Is 3 *d.* the usual mileage you receive, or is it more or less?—We have some more and some less, and some 3 *d.*; we have less on the Brighton road.

What are the extremes of the payments you receive?—Threepence-farthing and 2 ½ *d.*

Do you supply many coaches to Mr. Horne?—Yes, a great many.

Do you receive 3 *d.* a mile for all you supply to him?—No.

What do you receive from him?—Three pence for some, and 2 ½ *d.* for some.

Do you receive 3 *d.* for the majority you supply to him?—No, I do not know that we do for the majority; those for the shorter distances have not so much wear and tear.

What is the difference which makes a coach more or less expensive?—Suppose I say I have a coach which goes to Liverpool, there are a great many different kinds of roads it has to encounter, and the loads they carry are very considerable.

How is it to Brighton?—That is a short run, but that does not pay us the best; it is a good road all the way, and level; to Liverpool it goes over 20 or 30 miles of stones.

It is the difference of the roads that makes the difference of expense?—Yes, and the difference of the loads.

The coaches are on the same construction?—Yes, but there is a little more strength added to those for Liverpool and Birmingham.

Do you take nothing less than 2 ¼ *d.* in any case?—Nothing less than 2 ½ *d.*

Supposing the contract for supplying the mail-coaches were open to competition, do you think you could undertake to supply those at less than 3 *d.* a mile, taking them all together?—I think, under all the circumstances, it could be done for something less than 3 *d.*

Do you think it could be done for 2 *d.*?—No, but I think it might for 2 ½ *d.* generally. I never did understand how the mail-coaches were provided, whether they were provided by the Post-office, or who paid for them; but they are not subject to so many whims as stage-coaches, because if a coachman makes a complaint to the proprietor, he says "I will have it altered, I will have the coach altered, or a bigger or a less coach:" there is a great advantage in the sameness of the mail-coaches, and their being uniform, one spring, one axletree, and one wheel, fits all the coaches.

Taking the Bath road, or any other road, could you calculate what the earning of any one coach is in a year?—That is calculated in a moment by the number of miles to Bristol, at so much per mile, so much per week, so much a month.

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Can you state what the earnings of such a coach, running in any direction, would be in the course of a year?—I can ascertain that in a moment, by turning to my books; our accounts are monthly.

You must have two coaches on a run of any length?—Yes, and two coaches will not do it, it requires three; three coaches will not do it all the year round, there is a fourth wanted when the coach has to come in; but in a quantity that advantage is gained, the same spare coach will do for one that does for the other; if we cannot get the favour to get them to take an odd coach, we must put on another.

You receive in the case of Bristol, for instance, 30 *s.* per day for 365 days?—Yes, where they run the Sunday as well as the other days.

Do you build for gentlemen in the same way?—We build several four-in-hand coaches.

You do not build what are commonly called gentlemen's carriages?—No.

You build coaches in the stage-coach fashion for gentlemen who have a fancy for such coaches?—Yes.

What is the comparative expense of such a coach as that, and a stage?—They have them fitted up in a different way, and with different things. Our general charge for them is 200 guineas.

Where you take a mileage for supplying a coach, do you make any extra charges under any circumstances?—No, we furnish everything for that, such as bars and straps, and everything of that kind, and we furnish bars when they are worn out. When I undertake a contract from London to any particular place, the coach must be ready against a particular day, and if anything whatever is worn out, we replace it without any notice being taken to the proprietors, and at the expiration of the month there is so much due.

What is your opinion with respect to the wear and tear of a mail-coach and a stage-coach?—There certainly must be a difference in the wear and tear, because the stage-coaches generally carry much heavier loads.

Do you think that is considerably in favour of the mail-coach?—Yes.

Have you observed much difference in the wearing out of your carriages in consequence of the difference of roads?—The advantage we derive from that is not near so much as is generally imagined; the speed has increased although the roads are considerably better; they cannot wear out much faster than they do now that they go so fast.

Where does the increased speed produce an increased wear?—It makes the friction greater, and it operates on every part; going 10 miles an hour instead of six wears the tire faster, and shakes the coach altogether, and wears it out.

Do you make the tire lighter or heavier than you did?—Lighter, because the proprietors will not work them heavy; we would put them on a little heavier if they would allow us.

When you spoke of the price of a stage-coach, did you mean the present price?—Yes.

Are not materials cheaper now than they were 15 years ago?—We used to get 10 *l.* a piece more for them then than we do now.

Are not the materials cheaper?—Yes, but the labour is dearer; the labour got up when provisions were dear four or five years ago, and we could not get them down again.

How many men do you employ?—A hundred altogether.

Do you think a coach doubles its price in the repairs, in the course of the five years?—Yes, more than that.

That it cost as much for the repairs as in the original building?—Yes, nearly twice as much; I should think perhaps quite twice as much; I am sure, on thinking of it, it is quite twice as much.

Would you rather supply a mail-coach or a stage-coach at the same price?—I should certainly give the preference to the mail.

At how much less would you supply a mail-coach than a stage-coach?—I would give that the preference for two or three reasons, for I think there is more certainty about it: as we are now, if a coach does not answer, or if we happen to offend the proprietors, there is nothing more to be done than to order a coach somewhere else, and our own may be taken home.

At how much less would it answer your purpose to provide a mail-coach than a stage-coach?—I think there is a halfpenny a mile difference, in any considerable length of ground.

Do you allow any credit when you supply the coaches?—In some cases we are paid every year, and in some we are not; in some places, as soon as the month is up, we get the money; in others we do not get it for three or six months.

How many stage-coaches have you at work?—I should suppose nearly 200.

If you were to receive your mileage, where you make a contract, in this way, that you should draw upon the person who was to pay it in such a way that the mileage should be paid eventually when it becomes due, would you consider that any considerable advantage?—Certainly, we consider that as beneficial as ready money almost; when I draw on some of my customers I am as well satisfied as if I had the money.

You would consider that a matter to be taken into consideration in making your agreement?—Yes, I consider that as prompt payment.

You do not get your payment in that way?—No, not generally.

You use the very best materials in your stage-coaches, do not you?—Yes.

Do you always use foreign iron?—No, foreign iron will not answer the purpose; foreign iron may answer best with the mails, because they are not put on in hoops but in streaks; a bar of foreign iron has probably two or three different sorts of iron; it is too brittle.

Appendix, No. 12.

EVIDENCE of Mr. *Edward Parratt*, 21 December 1827.

Appendix No. 12.

Evidence of Mr. *Edward Parratt.*

21 Dec. 1827.

YOU hold the contract for the supply of mail-coaches?—I do.

Do you hold it yourself, or are you joined with a firm?—I hold it myself; there are others in the firm, but they are sleeping partners; I am the ostensible contractor.

How long have you held this contract?—Not quite a twelvemonth yet, myself.

When was it originally granted?—Nearly 40 years ago; I have not the date in recollection, but it is nearly 40 years ago.

For what length of time was it granted at that time?—Fourteen years, renewable every 14 years.

When was the last renewal?—In December 1821, I think.

Did you come in since the contract was formed?—Yes; Mr. Vidler died in January last, and I have succeeded in right of Mrs. Parratt.

Was the sleeping partner interested in the former contract?—Yes; the other partner is Mr. Vidler's brother.

Was he in the former contract?—Yes, he was.

When you say you succeeded in right of Mrs. Parratt, you mean in right of succession?—Yes, the contract was left to her.

The contract was made with him, his executors, administrators and assigns?—Yes; I have entered into a fresh bond with the Post-office since Mr. Vidler died.

Would not his bond be sufficient?—Mr. Peacock, the solicitor for the Post-office, thought it was not; that I should enter into a fresh bond myself, and I did so accordingly.

When was that?—In February last.

No difference was made in the terms?—None whatever.

It appears from the contract that you are bound to supply mail-coaches, and that the remuneration you are to receive is 1½ *d.* per mile, that is the single mile?—Yes, that is the average price that all the contractors find coaches for now.

Was that the original price?—I have always understood so.

And it has continued invariably the same up to the present time?—Yes, except some of the northern coaches; from the extreme distance of the place, and the badness of the roads at the time the contracts were made, an additional halfpenny was allowed, but as new contracts have been executed that halfpenny has been taken off by Mr. Johnson.

How many coaches have you?—The highest number of coaches we have is 280, but in actual work about 200.

Are those that are not in actual work intended to supply the deficiencies of the others which may wear out, or is it necessary there should be an apparent superfluity of coaches for the purpose of performing the service necessary?—It is necessary there should be that apparent superfluity.

Beyond the number that would be absolutely required for the work in the course of being performed?—Yes; on the Edinburgh road we have now 10 coaches; six doing the work, and four ready in case of accident.

Do you not find them more than necessary?—No, we find them but just enough.

Do you build those coaches yourself?—Entirely.

Have not the changes been such in the course of the last 40 years as to have warranted an expectation in the public of better terms than those they had at the beginning of the time?—I took the contract as I found it, but I should say decidedly that it is impossible to do it under 3 *d.* the double mile, to do justice both to myself and to the Post-office; I say that from the experience I have had.

That 3 *d.* a mile is merely a remuneration for the coach itself?—Exactly so.

You have nothing to do with the excise duties or anything of that kind?—No.

Can you state the number of coaches that you have employed upon any given road, between London and Bath for instance?—The Bath road takes four, three to do the work, and one spare coach; in fact it takes five, for we always have a spare coach in town as well as in Bath, and one at Marlborough also in case of accident.

Three do the work, and you have two in case of accident?—Yes.

Can you state what have been the earnings of those three coaches during a twelvemonth?—I am not prepared to state that, but I will send it if it is wished; it shall be made out when I go home.

What do you calculate the expense of building a coach?—About 140 guineas, every coach which is turned out, and we turn out about 36 every year.

Do they differ materially in construction from the coaches that are called telegraphs and post-coaches?—Not in the hanging of them materially; they do not carry any passengers behind, that is one great difference they have; the passengers are confined to two in front and one on the box, and the guard has the hind part of the coach entirely to himself.

You know the construction of those coaches?—Yes, I think I do.

Are they more or less expensive than the mails in their construction?—I should think from their decorations they are rather more expensive, but they are not coaches sufficient for wear such as ours are.

What is the length of time that you calculate upon a mail-coach lasting?—It very much depends upon the road.

One with another you can form an average?—I think about seven years with repairs, but those repairs sometimes constitute almost a new coach.

You mean the repairs in the course of seven years?—Yes, a coach will not run above

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a twelvemonth without repairs?—Taking the life of a coach, if it may be so described, you conceive that a coach is in point of expense rebuilt in the course of the seven years?—Yes, in about seven years.

You lay out the first cost of the coach in the repair of the coach, in the course of the seven years?—Yes, more than that.

Can you say how much more?—No, I cannot, but I could have an estimate of that made out.

Can you give a loose estimate how much you would add to that?—I should think 20 *l.*

Are there any other expenses attending the coach which fall upon you, but the repair?—No, unless the springs break, or things of that kind; they all fall upon us, those are part of the wear and tear.

The greater accidents, arising out of carelessness or overturning, do not fall upon you?—No, we charge them to the contractors at the very lowest possible sum we can.

Unless it arises from the coming off of a wheel, or anything of that kind?—Yes; it is difficult to ascertain the facts; I have men all over the country, and I am obliged to trust to the deputy-inspectors for the best accounts I can get.

Are the cleaning and greasing and those sort of things paid for by you?—We are not paid for washing and cleaning the coaches, that falls upon us; the greasing is paid by the Post-office.

Are you at considerable expense for those services?—Yes, in Edinburgh alone the expense is 250 *l.* a year.

Is the cleaning and so on in addition to the sum you have stated for repairs?—Yes.

What number of coaches are cleaned in Edinburgh?—Nine every day, in Edinburgh alone.

You have nothing to do with the horses?—No.

Can you state any reason why the supply of coaches has been confined to a single individual, and why they should not be supplied by the persons who run them?—I should conceive the original reason was the want of regularity in those persons, we being bound by a bond to attend strictly to the form of the contract, and the interest a man takes in fulfilling such a contract, and the immense expense in the first instance in the establishing such a business.

That might be a reason at the commencement, but it has so continued for 40 years?—The Post-office have been satisfied; we have never been found fault with.

It has never been a matter of competition?—I am not aware that it has.

You are not aware that proposals have been received from your own house or any other, for the supply, when the contract was near its termination?—I have never heard that it was so.

Do you see any reason why the mail-coaches should be run at a greater expense than the post-coaches?—I conceive the wear and tear considerably more than that of any other coach in existence; in the first place, there are two-thirds of them run by night.

Is not that the case very much with what are called the post-coaches?—No.

Do not they perform nearly the same distance in the same time?—By no means with the same speed.

Do you consider the great speed as one of the causes for producing the greatest injury?—Yes, that produces an immense injury.

Do not you think that is compensated by the improved state of roads?—From the experience I have had for the last three months of the new road to Devonport, on which Mr. Johnson has just put a mail, we find that it never goes two journies without something being done; they never go two journies with the same wheels, they must be taken off; this is quite a new road.

What number of pairs of wheels would you reckon each coach to consume?—I do not mean to say that those wheels which come off will not go on a shorter road, such as the Dover or Portsmouth, but we dare not send them so long distances as Devonport.

Does the same coach perform the whole of that distance?—Yes.

Is not that an alteration of your system; used it not to be the practice to let the coaches run shorter distances, and change them?—They used to do that; of late years Mr. Johnson has thought it best to send a coach the whole distance; with respect to the Edinburgh road, the coach goes only to York, and there is a change.

Do you find that in consequence of that the wear and tear is less?—Much the same; there is little or no variation. I would as soon that the coach went on, or rather, for I am obliged to keep two men at York, and an establishment there.

You mentioned there was no difference between the present contract and the former; was there not, in addition to the former contract, an annual payment of 1,250 *l.*, which ceased when the contract was renewed in the year 1821?—Yes; it was put on in the war time, in consequence of the increased expense of every article, and Mr. Vidler gave that up.

It was in consideration of materials being cheaper that that was taken off under the new contract?—Yes.

The payments now to you consist solely of mileage, and an allowance for drawing, cleaning, oiling and greasing, and a payment by the contractors for such damage as may be occasioned by the wilful neglect of their servants?—Yes, that is so.

How many coaches on the whole do you find it necessary to have in constant preparation?—The actual number of coaches is 280, but in work there are not above 200.

Is there any number of miles that you allow a coach; do you apportion the actual number of coaches for any particular road?—No.

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Appendix, No. 12.

Evidence of Mr. *Edward Parratt.*

21 Dec. 1827.

How do you estimate the number of coaches that are necessary?—For every 100 miles we generally allow three coaches; that is our rough calculation.

If there were a road of 200 miles, would you allow six coaches?—Yes; on the Devonport road there are six coaches now running.

And yet one performs the whole journey there, another bringing the mail back?—Yes.

Are supernumerary coaches stationed at different places?—Yes, at given places.

There has been some alteration in the construction of the mail-coaches within a few years; they are built slighter, are not they?—They are limited to 17 cwt. Mr. Johnson will not allow them of greater weight; they were formerly 18 and 19 cwt., and sometimes a ton.

Is the same quantity of iron necessary?—Yes; in fact there is more iron since I had to do with the coach. I have improved it in every direction.

Do you state the price of 140 guineas as the price uniformly for the last 40 years?—No. I say now, from the first purchase to the completion of the coaches, it requires 140 guineas; it could be done originally 10 *l.* cheaper.

To what period do you refer?—During the last contract.

Do you mean during the war?—Yes.

Was not there an extra price paid during that time?—Yes.

Then why was that extra allowance asked, if the materials were cheaper at that time?—I cannot say on what ground it was asked; it was asked by old Mr. Vidler before I had anything to do with the concern.

How do you ascertain the number of miles you should be paid for?—We apply to the Post-office.

Have you any other mode of ascertaining the number of miles your coaches travel?—No.

Have you periodically an account from the Post-office of the number of miles each coach travels?—When a coach first starts they give us the exact number of miles, and we have no occasion to require further information.

You are now receiving for the same number of miles on the roads as has been formerly received?—Exactly so.

Are you clear that that is the case?—Yes.

There has been no difference in the number of miles for which the mileage has been paid on any given road?—I am not aware that there has; there has been none within my experience.

What is the kind of intimation you receive from the Post-office on that subject?—I generally send my clerk to know the exact number of miles, that we may draw a bill on the contractors accordingly; we apply to Mr. Johnson.

Having once drawn a bill for a certain road, do you repeat your application, to know whether there has been any difference?—No; the contractors themselves would point that out, if there was a diminution.

Has there been such diminution in any road, to your recollection?—No, I do not call any one to mind.

For example, the same number of miles is paid for now on the road from London to Carlisle as have always been paid?—Yes, to the best of my knowledge.

What is the mode of your receiving payment for the mileage?—By drawing bills on the contractors, at three, six, and nine months.

When do you draw those bills?—Every quarter.

Do you draw for the amount which will be due at the end of that period?—Yes.

Then the money is advanced in fact in the shape of a bill?—Yes; we have no means of keeping them together but through those bills.

There is no advance of money to you from the Post-office?—No, except for the oiling and greasing.

Do you conceive the Post-office is a guarantee to you for the payment for the mileage?—No, I do not consider that exactly; but if we find a difficulty we generally apply to Mr. Johnson, who writes them a letter, and that has generally the desired effect. The greatest difficulty we find is with the country contractors; we have not any with the London.

Will you explain how you draw on the contractors; at what periods?—When the road first begins we draw at three, six, and nine months, and after that we draw only at three months.

Does the Post-office interfere at all between you and the contractor, as to the payment of the mileage?—Never, unless there is a great difficulty; we never apply to them but as the last resource.

With whom did you negotiate the renewal of the contract?—It was negotiated only with Mr. Johnson, I believe; but I was not present at the time, nor privy to it; nor did I know the contract had expired at the time the fresh contract was entered into.

Is it the case, that under the existing contract, 3½ *d.* per mile is now paid wherever 3½ *d.* was ever paid, and also with respect to the 3 *d.*?—Yes.

Do you not conceive there has been a considerable advantage to the contractor from the improvement of the roads?—Decidedly.

Should not that have produced a reduction of the rate where the improvement took place?—It has produced that where new contracts are entered into; when Mr. Johnson has called upon us to reduce it, it has been done.

Do you receive 3½ *d.* now where you received it formerly?—Yes, in some instances, from the extreme length: whenever we have been applied to by the Post-office to give it up, that has been done.

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Appendix, No. 12.

Evidence of Mr. *Edward Parratt.*

21 Dec. 1827.

The rate has been reduced from 3½ *d.* to 3 *d.*, when the Post-office have seen occasion to require that that should be done?—Yes.

Do you think the body of each coach is renewed within the period of seven years?—Yes, I am sure of it.

Are there any persons on the Post-office establishment who claim any perquisite or allowance arising out of the contracts?—Not one.

Were there never any allowances?—Never.

You have a right under your contract to perform 8,000 miles?—Yes.

But if the number of miles should exceed that, the Post-office is at liberty to employ another contractor?—Decidedly.

It has never exceeded that?—No, the number is now 6,800 odd; it has not reached 7,000 yet. They are at liberty now to employ other contractors, and they do for the two-horse coaches; we do not find any two-horse coaches; all four-horse coaches are found by us. The two-horse coaches, of which there are a considerable number, are found by others, except the Brighton mail.

If the Postmaster-general, should have occasion to vary the contract in any respect, what do you understand to be the terms of the existing contract as between you and the Postmaster-general, as to the stock?—That it is to be taken at a valuation by the Government.

In saying stock, do you include what materials you may have, as well as the coaches?—Yes, every thing on the premises.

Your understanding is, that whatever is found on the premises the Postmaster-general, if he thought fit to put an end to the contract, would be bound to take, as well as the coaches actually employed?—Yes.

Appendix, No. 13.

EVIDENCE of *George Louis*, Esq., 28 March 1835.

G. Louis, Esq.

WHAT is your situation?—Surveyor and superintendent of mail-coaches, in the room of Mr. Johnson, who lately died.

How long have you been in that department?—I was surveyor of the western district for 14 years.

Is that a local surveyor?—Yes; there are seven of them throughout the kingdom.

Will you state the practice established as to the hiring of mail-coaches to do the service of the Post-office; does that come under your department?—The General Post-office has a contract with Mr. Vidler, the mailbuilder, to supply mail-coaches to the parties who contract for the conveyance of the mails. The contractor that conveys the mail pays Mr. Vidler, not the Post-office.

But the Post-office choose Mr. Vidler?—The post-office, in fact, compel the horsing contractors to take their coaches from Mr. Vidler, and they pay Mr. Vidler.

The Post-office pays the contractor so much for conveying the mail?—So much for horsing the mail.

That includes the coach, does not it?—We pay even less to them than they pay for the coach; in some few places, for instance, they pay Mr. Vidler 3 *d.* a double mile for the hire of the coach, and in some cases we pay them only 2 *d.* Those cases are few, but in most cases only 3 *d.*; the profit is upon the passengers and the parcels.

When was the contract entered into?—The present contract was entered into in 1822; that expires next January.

Have you got a copy of it?—I have not.

Is the price fixed at which the coach is to be let to the contractors?—The contract runs in this way; that the contractor is to be paid 1 ½ *d.* a single mile for such coaches as he was then paid 1 ½ *d.* for; and 1 ¾ *d.* for such coaches as he was then paid 1 ¾ *d.* for.

Why is that distinction made?—I am not aware, but I apprehend there were greater difficulties in some roads, and the country rougher than in others.

Is that 1 ½ *d.* a double mile or a single?—A single mile.

Can you state on which roads it is 1 ¾ *d.* and on which it is 1 ½ *d.*?—I think you may take them throughout England at 1 ½ *d.*, but Scotland at 1 ¾ *d.*

What is the Edinburgh mail?—One penny halfpenny; the mail from London to Edinburgh.

In the communication that you have with the mail-coach proprietors for horsing the mail, have they expressed any wish to find their own coach?—Not to me; I have had but one meeting with them.

Do you know the prices the ordinary coaches pay?—It is very difficult for us to find out; I have endeavoured to find out. I believe the London contractors charge their country connections, as they term them, not a farthing less than 3 *d.*

Do the mail-coaches pay any duty to the Government for the coach itself?—I am not clear about that.

How long does a coach last?—The wear and tear must be very great, but that I am not able at all to say. I have been not three months in the office, and my attention was never directed to it before.

From whom does Mr. Vidler collect his money?—From the contractors; it does not go through our office at all.

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Appendix, No. 13

Evidence of *George Louis*, Esq

28 March 1835.

Do you make your contracts for horsing in London chiefly, or in the country?—Sometimes the country, and sometimes in London. We have meetings; for instance, I had a meeting the other day at Cardiff with the mail contractors from Carmarthen to Bristol; next week I shall have a meeting at Colchester. In cases where it is more convenient the contractors come to London.

Then you do not contract with one great contractor in London for one line of road?—They all join in one party; they severally sign the contracts.

Do you know what is the aggregate amount of what is paid to Mr. Vidler per annum?—Somewhere a little better than 30,000 *l.*

Do you know what is paid by the Post-office for horsing the mails?—The average is 2 *d.* per single mile, and the aggregate amount is 52,514 *l.*

The total expense of your conveyance is (on the average) 2 *d.* a single mile, and he (the contractor) finds the coach and horses out of that?—Yes.

How many miles do you run altogether?—We run daily 16,498. There are contingencies, expenses beyond what I have stated. Sometimes, in order to keep a company together, where one part of the road is very unprofitable, we are obliged to make an extra allowance, but in the whole kingdom it amounts to 2,695 *l.* only; I am talking now of England and Scotland.

Then England and Scotland would be covered by about 55,000 *l.* a year?—Yes, 55,209 *l.* a year.

What is the expense of the riding posts?—That is not within my province; that can be got from the secretary's office.

Take the branch gig from Newmarket to Huntingdon, by whose authority is that contracted for?—By the surveyor of the district, subject to the authority of the Postmaster-general; he makes all those arrangements for gigs and horse-posts and foot-posts.

What office does he correspond with?—With the secretary's.

In all the matters in your department respecting coaches and horses, is the correspondence directed to you?—Yes.

And a discretion is vested in you?—Yes; but if there is the slightest difficulty I consult the secretary immediately, if it be not a very common case.

What is your system of contracts for horsing the mail; is there any fixed period for renewing them?—We enter into a contract for a year, or sometimes for two years, and then it is a running contract after that, with power to break at three months' notice on either side.

Have you generally sufficient offers for taking the mails?—I will state what occurred in Wales the other day: I had the greatest difficulty, and could only get one set of contractors; there were no other contractors to be got in the towns.

How is it upon the north road?—Upon the north road, I am unable to say.

What did you pay in Wales?—Sevenpence per double mile. The mail I am speaking of is the Bristol and Carmarthen mail, which conveys the correspondence to the south of Ireland; this was from Bristol to Carmarthen.

Does the horsekeeper find his coachman?—The coach proprietor finds his coachman.

Does the Post-office pay any portion of the wages of the coachman?—Not any.

The guards they pay?—The guards are the servants of the Post-office.

Is the guard the responsible man for keeping the time?—Yes, we watch him very narrowly; he is the check on the coachman.

If the horses are not equal to keep up the time, do you expect the guard to report?—Yes; and often in the winter this is a very usual report, "horses weak and not fit for the stage;" and then by that post I write to the contractor, calling on him to employ better horses.

Is that put down in the time-bill, or is it a separate letter?—On the time-bill; at the different stages, any accident, or anything of that kind, he puts on the time-bill, and writes by the next post a special letter.

Suppose he is going down to Scotland, in that way, if he puts it upon the time-bill, that time-bill does not come to the Post-office for some time?—Then, if it is anything particularly worthy of notice, he would write by the first post; if it was any particular accident, he would be suspended perhaps if he did not report that immediately.

What is the establishment of your office?—There are four clerks in my office.

What is your salary?—My salary is 450 *l.* a year.

Have you allowances for travelling?—Yes.

What is it?—£. 1. 6 *s.* per day when travelling, and for conveyance chaise hire.

Are there any emoluments attached to your situation?—Not of any sort or kind.

Have you the power of franking?—Yes.

Do you know anything respecting the original contract with Mr. Vidler; whether it was by public tender?—I do not know whether it was or not.

Do you know whether any steps have been taken for renewing the contract?—He has made application.

Has any step been taken by the Post-office to see whether it could be done at a cheaper rate, or by the contractors of the mail?—The intention of the Post-office is to investigate it thoroughly, and to see what better terms can be made; but it is important that the coaches should be of the best sort. There is a prejudice sometimes against the mails, and the contractors wish to have their own coaches; but I got from one of the contractors the other day an admission that he seldom or ever heard of a break down of a mail, that is, not a coach breaking down from the inferiority of the material. The Postmaster-general had the power to put an end to this contract during the 14 years, on certain specified conditions.

How long were you stationed in the west of England?—Fourteen years.

What was the extent of your district?—It took in from Bristol a line across including Southampton and Salisbury, then to the Land's End.

How does the mail travel from Exeter to Falmouth?—It is very much improved; the efforts of the country gentlemen have been extraordinary in cutting down hills, but parts are still very hilly.

Is the cross mail loaded from Falmouth to Manchester?—Yes; but seldom the same passenger, I should say, goes from Falmouth to Manchester.

Are there not a great many foreign letters from Falmouth?—A great number.

Had you any superintendence over that district?—Yes, over everything.

Are the number of foreign letters at Falmouth large?—Very large; when the packets arrive, special bags are made up for that occasion.

Those are sorted at Falmouth?—They are sorted at Falmouth for the different large towns.

Have you any estimate of the number that come?—No, I have not.

Does the Falmouth post-office make the charge of all the foreign letters?—Yes, but the system would not allow us to find that out, without a special account being kept: bags are made up for Bristol, Manchester, and Liverpool; you can therefore discover the amount of letters for Bristol itself, for Manchester itself, for Liverpool itself, and for Edinburgh itself, but not for the intermediate towns.

Taking those five towns, might it not be assumed that they would be three-fourths of the whole?—Yes; there are Leeds and Sheffield also; there would also be a bag for Birmingham: but there is not a special charge made of the foreign letters; the inland letters go with them in the charge made upon the receiving postmaster.

Is the portion of the mail-coaches which is allotted for carrying the letters generally full?—I should say it is, sometimes so much so that the guards can scarcely get the cover down. What we call bye-letter bags, the bags between the post towns, have increased immensely, in consequence of the facilities we are constantly giving to the public in point of time, by not stopping to sort at various post-offices: the mail as it goes out of London, when it gets to Hounslow takes out one small bag, and perhaps takes in 12 or 14 other bags. Hounslow makes up bags for all the lines of road, because there is no sorting upon the road.

If the mails were to have any additional charge of conveyance put upon them in the shape of newspapers or price currents, to the amount of 1,000 each mail, would the mail be capable of carrying 1,000 additional?—Confining it to 1,000 it might; but some of them, such as the Holyhead, the Bath, and several others, would have difficulty in carrying many more.

Suppose there were an additional bag of two foot square?—That is a point so nice that I can hardly give an answer to it. The provincial newspapers are very numerous on their publishing days, so much so that the guard cannot get the bags in the mail box now; for instance, the Sherborne Journal and the Winchester papers, on the day of their publication.

Do you think that the mail-coach service, as to the coach itself, is harder and requires more substantial materials than an ordinary quick coach on a road?—I should say that it did, because the mail-coaches go longer distances than post-coaches, and that if any casualty happens to a mail coach it is of so much importance that we must send the bags on express; a casualty happening to a post-coach is a matter of not much consequence, except the delay to the passengers.

Are not the other coaches much more heavily laden?—They certainly carry more passengers, and I apprehend they carry more luggage; the mail-coaches are being made lighter than they were.

If the common coaches run at 2 ½ *d.* a double mile, do not you think you would get a coachmaker or manufacturer to undertake an extensive contract like this at the same price for the mail-coaches?—I am not able to answer that question: when this contract is out, I know it is the intention thoroughly to consider the matter in all its bearings, without undue inclination to any party.

Do you know the difference of weight between a mail-coach and a stage-coach?—I particularly asked that the other day: you get sometimes misled by the kind of coach; a short stage-coach, for instance, may be lighter, but I am assured that on all long lines of road they are as heavy and heavier; for instance, the Exeter and the York. My evidence comes from a party that would be rather inclined to say that the post-coach was lighter. Here is a letter from Mr. Lacey, the great Manchester contractor, approving highly of the mail-coach that was sent down there. He said it was the best coach he had ever seen, and they are improving daily; the weight of that was 17 cwt. 2 qrs. All coaches get heavier after a time, by being saturated with wet.

With regard to the contracts for the curricles, how is that managed?—There is a curricle mail from Morpeth to Edinburgh; that is not managed in my department, and I know nothing of it.

Appendix, No. 14.

EVIDENCE of Mr. *Benjamin Worthy Horne*, 1 April 1835.

Appendix, No. 14.

Evidence of Mr. *B. W. Horne*.

1 April 1835.

WHERE is your establishment?—At the Golden Cross, Charing-cross.

Are you a contractor for running the mail-coaches?—Yes, I am, my Lord.

What mail-coaches are you concerned in?—The Gloucester, the Chester, the Dover, the Stroud and the Hastings, and an auxiliary mail to Dover; the foreign mail at night.

What is the nature of that mail; is it a stage-coach?—It is a coach provided by myself for the purpose of carrying the foreign mails twice a week.

It is a coach upon the same principle as other mails?—It is one built by my own coachbuilder.

You find the coach?—Yes, my Lord.

What number of passengers does it take?—We are at liberty to carry as many as we think proper; there is no restriction as to that.

That coach conveys the mail on Tuesdays and Fridays, does it not?—Yes, it does.

Is it a coach that leaves London at night at 11 o'clock?—Only on those nights; at 12 from the Post-office.

When does it return?—It returns just as we think prudent to bring it, because the dispatches are brought by mail-carts, in consequence of the unseasonable and variable hours when they arrive.

Is that coach paid by mileage or by a stipulated sum?—It is paid by a stipulated sum.

What sum is that?—The sum itself, my Lord, embodies other points with it; it does not only apply to the foreign mails on Tuesday and Friday nights. There are no bags that arrive at certain hours in the course of the day; they bring up the bags whenever they do arrive; but should the bags not arrive at certain hours, then they pay so much per mile for bringing them up in a cart.

Does this coach in question bring back the mail bags from Dover?—The bags are so uncertain that it is impossible always to do it, but whenever the mail is there it brings the bags up with it; but the mail only going two nights in the week, it is necessary that it should leave Dover on certain days in the week, whether there are bags or no bags, to be in time to return.

Have you any other coach on any road in any part of England that carries the mail bags for the Post-office?—Yes, from Southampton.

From Southampton to what place?—I cannot give the particular place, it is but a very short distance, somewhere about Basingstoke; but I have no recompense for it, except toll-free about 18 miles.

Can your coaches conveniently carry the mail-bags, and with as much speed as the mail-coaches?—They could at some parts with quite as much speed as any mail-coach.

But could they with that certainty and punctuality which the Post-office requires?—We could do it for the distance of about 100 miles.

One hundred miles out from London, do you mean?—Yes, my Lord.

Have you any cross-coaches from Oxford to Birmingham?—My connexions have, but I have not myself; the London coach proprietors are not connected with them in any way: my partners, most of them, work them; my Cambridge partner and my Oxford partner, they all work them.

Who is your partner at Cambridge?—Mr. Mitchell.

Do you build your own coaches, or do you hire them?—We hire the whole of them.

Both the light coaches and the heavy coaches, do you mean?—Yes, just the same.

But a light coach is generally used now out of London, is it not?—I have not a six-inside coach in all my business, except Dorking.

What is the amount of mileage you pay; is it by a system of mileage that you pay for hiring coaches?—We have but one coach out of all our business which is a coach that belongs to ourselves.

Have you only one or several persons that you contract with?—We have some here and there found in the country, for the sake of the trade where it has been advisable to go; for instance, perhaps to Lewes, and we allowed the coachmaker there to find our coach; but otherwise most of our coaches are found in London.

What are the names of the contractors?—There is Wright & Horne, and Mr. Waude.

Mr. Waude of the Kent Road, do you mean?—Yes, my Lord.

Are Mr. Wright and Mr. Horne partners?—Yes, my Lord.

What is the amount that you pay for coaches?—We vary in amount from 2 ¼ *d.* to 2 ¾ *d.*; I believe on one coach we do pay 3 *d.*

Now in the contract of the sum you are to pay, does that include repairs, washing, greasing and other things?—It does not in all instances include the washing and greasing; it does not in short coaches, because we do not deem it advisable to send short coaches to the coachmakers daily. Anything that exceeds about 100 miles goes to the coachmakers to be examined.

And do they grease and wash the coach?—They do, those that go to the coachmakers.

Who finds the lighting of the coaches?—The proprietors.

In running the mails, what does your firm pay for the mails that you contract to run?—Three-pence per mile, with the exception of the Hastings mail.

What is the Hastings mail?—Two-pence farthing.

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Evidence of Mr. *B. W. Horne.*

1 April 1835.

What distinction do you draw between the Hastings and the other mails; what is the difference between the mails?—One is a pair-horse mail, and the other is a four-horse mail.

Do you think that the mail-coach is the best species of coach for the purpose for which it runs?—The mails are generally approved of by the public, inasmuch as they are punctual.

But I am speaking as to the form and weight and make of the coach itself?—They are two different businesses entirely, the regular coaches and the mails; the mails would not do for us to carry on our coach business with.

For what reason would they not do for you?—In the first place they are considerably higher than we run our coaches generally; they are more what we should term cocketing, they are more risen; if you were to put your hand upon the side of a mail you would see it move; and if we were to attempt to load a mail in the same proportion that we do a coach, we could not do it.

But what do you say as to the weight of the coach itself?—I believe, as regards the mails themselves, the majority of mails I believe are, generally speaking, approved of.

Are you concerned in any of the quick coaches, such as the Times to Brighton, the Wonder to Shrewsbury, and the Telegraph to Manchester?—We are working one ourselves in opposition to the one of Shrewsbury; it is the Nimrod. The Bedford coach is another fast coach, which we go an extreme pace with; also the Times to Brighton and Cambridge.

At what rate does that go?—We maintain while going nearly 11 miles an hour.

What is the comparative weight between those coaches and the mail-coaches?—I should not say there was a great deal of difference in the weight of the two.

Which is the most expensive in the construction?—The stage-coaches are considerably more expensive; those that run to Brighton and Bedford, and the day-coaches in particular.

From what does that arise; is their boot and their body built upon framework?—I should say that the workmanship of a stage-coach is far superior to that of a mail, because in the first place the materials are not near so common; the workmanship of a mail is exceedingly rough, generally speaking.

Is there more iron-work in a coach?—There is in parts where the coach requires to have it, in order that it may carry an additional weight which a mail does not carry, otherwise a coach would be lighter.

Then a stage-coach is more finished in the workmanship, is it?—There is no comparison between the one and the other.

And you would consider the materials more expensive, would you?—I should judge there would be between 30 *l.* and 40 *l.* at least difference in the value of one and the other.

Which is the hardest service?—A coach considerably.

Is it your opinion that the mail-coaches ought to be run at a lower price with the contractors?—It has not been my opinion at the present moment only, but it has been my opinion for some years past.

Are coaches then cheaper now than they were 15 years ago?—The coachmakers find them at a less price than they used to do eight years ago, and the coaches are much better finished.

What is your opinion upon the durability of a coach at the present time; because, although the rate of speed is increased, the condition of the roads is improved?—Why, I should say we do not suffer the coach-maker to find the coach so long as we used to do, that is to say, where a coach used to last for a period of eight or ten years formerly, we do not now let it last longer than about five or six, though at the same time the materials in all probability are brought into use again; because, from the extreme pace and the hardness of the roads, the work will not hold together.

What is the average life of a coach?—That would be more a question for a coachmaker than for me, because I believe after we have done with it he converts it to other purposes; but I should say that, generally speaking, it is not exceeding four or five years.

What is the usual term of your contracts?—We have no specific term.

But is it three, six or seven years?—It is not for any number of years, it is according to the nature of the circumstances, and how the coachmaker does his business; and so long as he does his business properly, so long he retains the contract, and no longer.

Take any one of your agreements, say the Bedford coach, or the coach in opposition to the Wonder?—It is not one day, 28 days is considered to be an understood matter, but not longer; we usually pay for the line of our coaches at the expiration of 28 days.

What is your regulation as to the payment of the mail-coaches?—We pay for them every 13 weeks; I have brought with me one of our documents, to show the nature of the payment.

Do you draw bills?—They present them for my acceptance.

Do you pay Mr. Vidler or the Post-office?—Mr. Vidler.

Assuming then that 200 *l.* were due to him on the 1st of April, does he accept that bill at nine months, or the nine months before do you offer a bill to pay him on the 1st of April?—No, that is just reversing it; he draws upon me nine months in advance, and I accept the bill; the bill is drawn and left at my counting-house for acceptance.

When does this bill become due?—That bill is paid.

Then he draws upon you, does he?—Yes, nine months in advance.

Nine months in advance, and payable on the day on which the charge would become due?—Yes, within about I think seven or eight days; my own writing across the bill shows that, because I say "for work, if done;" I have taken that precaution.

What is the mode of doing business with the ordinary contractor; you pay him at the expiration

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Evidence of Mr. *B. W. Horne.*

1 April 1835.

expiration of each month, do you not?—The common ordinary settlement of account is every 28 days.

Do you pay in ready money?—I pay to my partners such money as I hold, at the expiration of about a week or 10 days after. In this instance of the Gloucester mail, we neither charge the money nor make any account with the contractors at all; it merely goes in my name, because we receive and pay the same amount.

Just let me understand the bargain you have, the terms upon which you run the mail; the Post-office allows you 3 *d.* a mile?—They are mostly different.

Take the Gloucester mail, that was the first one you mentioned; what is the contract existing at the present moment with respect to that mail?—I cannot answer that question very well, because we are under a new contract, which commences on the 6th of April. I wish to put the matter quite straight.

Take the contract as it stands now for the existing month?—Our contract now is to be paid 3 *d.* per mile per day.

Is that a double mile?—Yes.

Then you pay 3 *d.* per mile for the coach?—Yes.

Then the duty?—The duty upon the Gloucester mail is 2 *d.* per mile single, 4 *d.* per mile double.

Do you pay anything for the assessed taxes on a mail-coach?—We pay the assessed tax of 5 *l.* per licence.

For each coach?—Yes.

Do you pay the same for a stage-coach?—The same.

How many miles is Gloucester from London?—One hundred and eight.

How many coaches do you take for that?—I should think it would take three mails.

Three backwards and forwards, do you mean?—Three mails, that is all a coachmaker would keep.

Then you are not called upon to pay more than 15 *l.*, are you?—We pay for two coaches because we take out but two licences.

Is it permitted in running a coach to change the plates?—The plate which leaves here runs up the following morning, and the one that leaves there runs from here, so that we have no occasion for more than two plates; as to the number of coaches it is of no consequence, if we kept 50 we only require two.

The mail contractors are exempted from toll, are they not?—We are.

What do you estimate that at per mile?—The roads are so various that I cannot answer that, but I could let your Lordship know exactly, because I have kept a coach that runs to Cheltenham, which is nearly the same distance, nine miles less, and but six days per week; amount of tolls 54 *l.* 6 *s.*; therefore seven days would be about 65 *l.* per month.

Could the contractors find a coach adequate for the purpose of a mail-coach to carry the bags, that is, with respect to the rate of going, and be served with the same punctuality as the mail-coach contractors do now?—Precisely so.

Do you find practically that the persons who supply you with quick coaches on the road are always ready, and that you have no more ground of complaint than against the mail-coaches; do you find that they are always ready in the yard for starting?—Yes, but the one is much easier to carry seven passengers than that which is provided to carry 15; therefore, if the one that carries 15 is satisfactory to ourselves and the public, it would be preferred to the mail that carries seven.

Would it require a person to embark a very considerable capital in order to supply mails to England and Scotland?—Decidedly so, my Lord.

If the contract were subdivided, say into three or four, do you conceive that there are coachmakers who would be willing to take either part or the whole?—I cannot say. I should not think that any person would take the whole at the present moment; the probability of its being annihilated by steam some few years hence, might perhaps be a very great loss.

Would he take it for seven years, do you think?—Not as a whole, I should judge.

But as a part?—I feel satisfied that a part would do.

And at a cheaper rate?—Considerably.

Have you ever made any representation to the Post-office upon the charge made for coaches?—It was done frequently in Mr. Johnson's time.

Was it written or verbal?—Merely by conversation, when application has been made for further grants to support the mail.

If you had to choose your own coach to run the mail a long distance, to Gloucester say, what species of coach would you prefer to run nine miles an hour?—Our Gloucester mail increases its speed to 10 miles per hour on the 6th of April.

From first to last?—Yes.

Including all stoppages and changes?—Not exactly, it is performing rather better than 10 miles per hour while it is moving; the average would be about nine miles and a half.

Have you an increased rate of mileage for your increased speed?—We have.

What are you to have?—Twopence a mile.

It is to be 2 *d.*, making 5 *d.*, instead of 3 *d.* per mile?—Yes.

If you were to have the choice of your own coach, assuming it is to carry conveniently and safely what the mail carries at present, what description of coach would you select?—I should say something bordering upon the same.

How are the quick coaches at night with two lamps?—In some instances they have five.

Those are coaches?—Yes.

Is there an increased rate with the five lamps?—Certainly.

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Evidence of Mr. *B. W. Horne.*

1 April 1835.

They could not keep the time without it?—Certainly not.

What difference of expense is there, taking each season, because in winter time it would be from dark to light, and therefore all dark?—I could let your Lordship know the exact sum:

Parry's oil bills for 2 lamps;	£.	s.	d.	
1 Quarter to April 5 - - -	7	11	4	Per annum 28*l.* 13*s.*, including lamps and repairs.
Ditto - to July 5 - - -	6	9	6	
Ditto - to October 5 - - -	6	13	–	
Ditto - to January 5 - - -	7	19	2	
4 Lamps occasionally - - -			-	Birmingham night-coach for one year 47*l.* 8*s.*, without lamps.
1 Bull's-eye - - - - -			-	
1 Lamp behind - - - -			-	

That is for the five lamps?—For the mail as furnished.

It is two of a side, the one that is called the bull's-eye, and the footboard?—Yes.

Some of the fast coaches could not keep that time without that assistance?—Certainly not, at the present speed they go.

Have many accidents happened with the mail at night?—Little or none.

How is it that the mails keep their time with their diminished light?—The weights they have to draw are comparatively nothing with a stage-coach, and considering the picking of the road, the necessity of a stage-coach being obliged to pick a road, because unless they now and then did so they could not do it; but that only alludes to three months in the year; we shall have no necessity for so many lights for the time now to come.

During those three months then, would it add to the expedition and safety of the mail if they were to be lighted with five lamps?—I cannot say that I see the necessity of more than three as a light for the mails.

Have you the bull's-eye in any of the coaches?—The coachmen carry it for their own accommodation; it is of great assistance to the coachman.

It throws the light before him, and does not affect his eyes, does it?—It shows the coupling reins between the leaders and the wheel-horses.

In the mail-coaches do you pay the toll at the Highgate Archway?—I think we do, I may say almost for certain we do, but it is so trifling that it does not come under my notice.

Is there any preference in sending bankers' parcels or small parcels by the mail, over the stage-coaches?—Certainly, my Lord.

Is there not a considerable portion of the profits of mail-coach contractors derived from small parcels which are insured?—No, my Lord, we do not average a parcel of that description perhaps once a week.

You usually look to the repayment by passengers then, do you?—Yes, and parcels, but not parcels that we receive an insurance for.

Does the carriage of parcels form a great part of the receipts?—Decidedly so, it is one of the principal objects of serving the mail; it is one of the essential points.

Are the profits of parcels much inferior to the profits of passengers?—If the mail were to be dependent upon parcels only it would be no use, the passengers are the principal, but without the parcels the mail would be a mere nothing; but it is according to where the mails are destined to; the parcels assist the mail a great deal more than what the parcels assist the coaches.

Do you know the Norwood coaches?—I cannot say I do, in fact I do not know anything of them.

You do not know who builds them?—No.

Do you think that there are a sufficient number of established coachbuilders in London, combining a knowledge of their business and with capital, who might be safely entrusted to contract for the mail, assuming a competition, that the whole of England was to be subdivided into four takes?—Without a doubt.

Then the contract with the mail-coach is really, in fact, no more than a contract for a coach under a certain limit and restriction, is it not?—Yes, of which we know nothing; we pay for all injuries that are done to the mail, and not to the stage-coaches; that is understood in our contract.

Do Parratt and Vidler send in a bill for incidents?—Yes.

Every quarter?—No, not so often as that; I think it is perhaps twice a year, or once.

What does that include; broken glass, broken splinter-bars, and minor accidents?—It includes any trifling accidents that might occur by running against the mail, and damage done to it. We find our own bars.

And in stage-coaches do you find your own bars also?—We have nothing to find with them; the contractor finds every thing; and in like manner we consider that we hold the contractor liable in case of the axle-tree breaking.

Then you have this disadvantage in contracting with Parratt and Vidler, that you have a higher sum to pay in the shape of a bill of incidents, and you find your own bars?—Yes.

Who finds the lamps?—The Post-office, and the oil, for which we pay quarterly.

And in private coaches?—We do it upon our own establishment.

Do you pay upon a higher scale to the Post-office?—I think it costs a trifle more.

That is supposed to be a perquisite of some person in the office, is it not?—The bill is generally furnished by a person of the name of Perry, to whom we pay the amount.

Do you conceive that upon any of the great lines of road it would be beneficial to the public,

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public, or that such a mail could be carried at the same rate as the night mails, if there were a day mail as well as a night mail?—Unquestionably.

Are you sufficiently acquainted with the Manchester road, so as to be able to give an opinion upon that?—I am not so great a proprietor upon the Manchester road as the others; Mr. Chaplin is the person who has the most there. I have but one.

Then upon the Gloucester road do you think that contractors would be found to run a morning mail, say two hours after the arrival of the post, that could be run upon the same terms as the night mail?—I do not see that any result would emanate from it; upon a distance of above 100 miles I cannot see that it would be of any service.

My question referred rather, as you did not know the road locally from London to Manchester, my question was more immediately directed to the great manufacturing towns?—I am aware of that.

At such places as Coventry and Birmingham and Manchester, where letters come to merchants from abroad, instead of lying the whole day in London, they might be despatched at 11 o'clock in the morning, having an early delivery at Manchester the following morning?—It could be done, but I do not see the necessity of it at so great a distance.

With regard to Manchester, it would be a saving of 24 hours?—It would save that, certainly.

That is, as regards the ingress and egress of country letters, and foreign country letters?—And so it would in other parts, because in Brighton the letters would not go on till another day.

Putting the place aside, upon the question of fact, do you think, upon the principal lines of road, that a contract could be formed for a morning mail as well as an evening mail?—Unquestionably; but the convenience would be principally confined to a distance of about 70 miles. I can give your Lordship an instance to satisfy you upon that, of two places: for instance, there is Dover, a coach going out of London to Dover would leave London at 12, and would be in Dover by half-past eight; the mail does not leave till 10; and thereby we might save 24 hours, and still allow three hours in London for business to be done, and replies to be given.

How would that do for Coventry?—The same; there is a coach which leaves London now at nine, which perhaps might go back to 10, which would arrive at Coventry about eight, consequently; the Holyhead mail does not arrive there till from half-past nine to ten. There is Brighton, for instance, might have a communication three times a day, just the same as the twopenny post. I consider that Brighton loses three times a day. There is also Oxford and Cambridge, and many places where it could be done with a great degree of advantage.

Do the newspapers going down to Manchester pay higher than ordinary parcels?—The newspapers principally go by the mail at night, free of expense.

But there are the morning papers go to Manchester, which are found in the news-room early the morning after?—We take them there.

Do they pay higher?—They pay merely the common rate of parcels.

You take a considerable number of them, do not you?—It is according to the publication; if the publication is out in time for our conveyance they bring it to us, but if it is behind us they endeavour to catch us by speed, and they keep a horse for the purpose.

They run after you as far as Saint Albans, do they not?—They do if they have any chance of catching my coach, which is one hour earlier than the one that comes after it.

Have you any opinion as regards a two-horse coach, whether the mails could be as conveniently carried by a two-horse coach as by a four-horse coach?—They could, as far as Hastings or Brighton.

How often do you change horses?—About every six miles: it all depends upon the nature of the ground.

At what rate do you proceed?—Usually eight miles an hour; it is no service to go more.

Could a two-horse coach keep up to the rate of 10 miles an hour?—On certain lines of road it could. The pair-horse coaches in general are over weighted that run now. I do not think it is possible for the Holyhead mail, and various mails, to do so with a pair of horses. If you were to alter the carriage out of London, of course the bags would be divided. There are some of the coast mails where it might be done by coaches of a night, such as Portsmouth to Brighton; there is but one conveyance there, and that is not supported even as a mail. But to Southampton, and various other places of that sort, it would do certainly.

What is the general rate of speed of coaches; do the quick coaches exceed in speed some of the mail-coaches?—A few do.

Do you think, generally speaking, that the mail-coaches have come up to the speed of the stage-coaches, or the stage-coaches come up to the mail-coaches?—The stage-coaches have come up to the mail-coaches; but the mails are creeping faster out of the way of the coaches.

Who set the first example of speed, the coaches or the mails?—I believe my father had the credit of doing it some years ago, with a coach up and down from Brighton.

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EVIDENCE of Mr. *Joseph Wright,* 1 April 1835.

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Evidence of Mr. *Joseph Wright.*

1 April 1835.

YOU are a coachmaker, are you not?—I am, my Lord.

Where do you live?—I have three establishments; the principal one is in Great New-street, Fetter-lane.

Where are your others?—The one in Little Knight Rider-street, Doctors' Commons, and the other in Turnmill-street, Clerkenwell.

Have you a partner?—I have; he is a brother of Mr. Horne's, the gentleman who has just left.

What does your business principally consist in?—We are stage-coach builders and contractors.

Do you contract with the proprietors of horses for coaches?—Yes, for coaches.

Is your business extensive?—The most so of any, as I believe. I suppose I cover 20,000 miles a day.

What number of coaches do you have for that?—More than 200, perhaps 250.

Have you different descriptions of coaches?—Yes, many.

Heavy coaches and light coaches?—We have some for two horses, and some for four.

What is the rate at which you let your coaches out at contract?—Twopence-farthing a mile.

Both heavy and light coaches, do you mean?—Twopence-farthing for the two-horse coaches, and 2 ½ *d.* for the four-horse coaches, and in two instances 2 ¾ *d.*

What is the nature of the agreement with these horse proprietors; is it for one, two, three years, or how long?—No, my Lord, I am sorry to say it is not. I seldom, indeed never, have a written agreement. A party of coach proprietors make up their minds to send a coach to a certain town, and they apply to me to furnish them with the coaches: if the coach ceases to run, then I have them on my hands.

Is their no period certain, not even a quarter's notice?—Not more than a month, my Lord, and sometimes I do not even get that.

Then that adds considerably to the risk beyond what having a certain contract for five or seven years would be?—Very considerably; and then when the same coaches go on another road, they have all to be repainted, and undergo many alterations.

As you are a manufacturer of coaches, you can tell whether a stage-coach is more expensive in building than a mail-coach?—It is a great deal.

In what does the increased expense of a stage-coach consist?—There is a great deal more work in it, and a great deal more finishing about it; it is made of more expensive materials generally.

Is the roof built upon a frame?—It is all frame, and boarded, and covered with leather; that is the upper part and sides of the boots; the lower part is in panel.

A mail-coach is all wood, the body is, is it not?—I believe the boots are, but I believe the body is covered with leather as ours are.

It is built more like a box than a coach?—It has more that appearance, certainly.

Have you more iron work in your coaches?—Yes.

That is more expensive than wood, is it not?—There is a great deal more work; my axletrees are more expensive.

What wood are the axletrees made of?—The axletrees are of iron, my Lord. The carriage part is made of ash.

What are the pannels made of?—Mahogany.

What are they made of in mail-coaches?—I do not know, but I believe they are covered with canvas, at least they used to be; that is outside; our cloth and lace inside is much more expensive than the mails.

What is the average price of a coach, if a horse proprietor buys one? -A four-horse coach do you mean, my lord.

Yes?—About 140 *l.*

Does he often buy it?—Very seldom.

Should you take your coaches to be more expensive than a mail-coach?- A great deal.

Would you contract to run a mail at 2 ½ *d.* per mile?—Yes, for less.

Including washing and greasing?—Including washing and greasing, at any distance. I wash and grease all the long distances.

Do you find the bars?—Bars and luggage-straps, but not the cover or lamps.

Do you think that there would be coachmakers found in London who would be willing to contract for the mail, either wholly or partly, if England were divided into three or four takes?—Yes, I should say they would, and be very glad to do it; I would do it myself.

Would you bid for the whole, or for a certain portion only?—That would require consideration. I could undertake all from London; the country districts I do not know so much about.

Yes, but you must take the good with the bad?—I could, if I had a sufficient time given me.

What space of time would you require to make a provision for a large take?—Does your Lordship mean to have them all to build?

Supposing, which probably you know as being in the trade, that the Post-office contract terminates in January next, and assuming that there were to be a public competition for a four-years' term, could you undertake a contract for a half or the whole of the mail-coaches?—With a previous understanding with three or four of the principal manufacturers

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like myself; if we were to understand each other it could be taken now within a month, and accomplished by the beginning of the year.

It would be necessary to have, then, six or eight months' previous notice, would it not? —Quite necessary.

Do you construct any of the fast coaches, such as the Wonder or the Tantivy, to Birmingham?—We constructed the Tantivy and the Nimrod.

Are they more expensive in their construction?—Not more expensive in their construction, but more expensive in consequence of their wear and tear.

How long have you been in the coach-making business?—Twenty-seven years.

You are aware, are you not, that the coaches within the last five or six years have very much increased in their speed?—I am.

And also that the roads have very much improved?—Yes; if they had not improved, they could not have increased their speed so much as they have.

Which is the greatest wear, the rate which used to be, namely, the slow pace of eight miles an hour, or the present pace of 10 miles an hour?—The present pace of 10 miles an hour.

Are materials cheaper now than they were formerly?—Almost all kinds of materials are cheaper, but labour is very considerably dearer; the wages are very much increased.

But however, notwithstanding the increased price of wages, it is still worth a tradesman's while to undertake a certain number of stage-coaches at 2½ *d.* per mile?—Yes, it is.

Are there many persons engaged in the same line of business as yourself in London?—No, my Lord, there are not many; there is one person of the name of Waude, who is the next principal man to myself; and there are four or five more besides us.

Do you know Mr. Whitelock and Mr. Whitbourn?—No, my Lord, I do not know Mr. Whitelock.

Is there not also a man of the name of Bailey in your business?—Yes, he lives at Hartley-row, Hants.

Is he not in a considerable way of business?—No, he only does one road; all his London business is confined to the Bell and Crown, in Holborn.

Is there not also somebody in Milk-street?—I should think your Lordship means what was formerly Hickson's, and which is now Waude's, in the Kent Road.

Is there any other observation which you have to make?—Only this, my Lord; I should wish to observe, that the coaches that are now done at 3 *d.* per mile, might be done at 2½ *d.*

Are you aware, that up to within a few years past, there was an additional sum allowed of 2,200 *l.* or 2,300 *l.* per annum, for washing and greasing?—I was not aware till within a short period ago that there was anything of the kind. I know I am not allowed it myself.

That sum would be a considerable bonus to a take, would it not?—Yes, it would. I have eight horses to draw my coaches about, and as many men.

Do you think that the contract might be made at 2½ *d.* without the allowance for washing and greasing?—I think it would be much better with it; I think a half that sum would be sufficient. I would do it without, that is all I can say. I find the coach and bars, and I do not get paid for the incidents.

Coach Factory, Great New-street, Fetter-lane,
April 7, 1835.

J. Wright presents his most respectful compliments to Colonel Yorke, and in returning his evidence as taken before the Commissioners for inquiring into the Post-office department, would wish to make an observation, which at the time of examination escaped him; viz., that the greater portion of the mails running out of London might be provided at 2 *d.* per mile, but the districts would require the additional farthing; thereby reducing the whole to 2 *d.* and a fraction.

Sir, Great New-street, April 22, 1835.

I have to acknowledge the receipt of your letter dated the 16th instant; I should have returned you an answer sooner, but I was from home.

I beg to say, that in my statement to the Commissioners, (that the greater portion of the mails running out of London might be provided at 2 *d.* per mile, but that the districts will require the additional farthing), I beg to state to the Commissioners most distinctly, my meaning for that price was for the *double* mile.

I am, &c.

Col. Yorke. *Joseph Wright.*

Appendix, No. 16.

EVIDENCE of Mr. *Robert Nelson*, 1 April 1835.

Appendix, No. 16.

Evidence of Mr. *Robert Nelson*.

1 April 1835.

WHERE do you live?—At the Belle Sauvage, Ludgate-hill.

You are an extensive coach proprietor, are you not?—I do a tolerable deal in that way.

What number of horses have you?—About 400.

Your occupation is chiefly in coaching, is it not?—Quite so.

Do you run a mail?—I have one mail, and only one.

What mail is it?—The Norwich mail, by Newmarket.

Would you inform me what price you pay for the coaches; the contract price for running the coach?—Three-pence per double mile.

Who is your contractor?—The Post-office take that upon themselves, and Messrs. Parratt & Co., of Milbank, are doing the business; I have no control or command in any shape over it.

Do they send you in a bill of incidents as well?—Quarterly, always.

Have you occasion to dispute the bill at any time?—We frequently find fault with it, considering it too exorbitant.

What is the practice in hiring stage-coaches; what do you pay a mile for them?—Various prices; the general average of what we term the telegraph coaches, which is the best possible style, is 2 *d.* per mile

What is the inferior class of coaches?—They are done at various prices.

Is the inferior stage-coach equally well made with the mail-coach?—It is not at all inferior in its make, only it is made stronger.

Do you look upon the mail-coach as a less expensive coach than the stage-coach?—Very much so, I should say, to furnish, to build, because if a person has 20 stage-coaches to furnish, he has 20 different plans to build upon; whereas the mail-coaches are all built upon one pattern throughout, which is a very much less expensive pattern; the fitting up in the interior is not equal to our coaches.

Then you think if a coachmaker furnishes one of your telegraph coaches at 2 ½ *d.* a mile, the price of the mail-coach ought to be less?—I should say so, certainly.

If you had to select your coach, to find a mail coach, do you think you could get it done at a cheaper price than 3 *d.* a mile?—I am quite certain I could.

Have you ever made a remonstrance to the coach-office against paying so high?—No, not individually.

Have you any means of judging the weight or the drag of one of the telegraph coaches and the mail-coach; which is the heaviest without passengers?—I should think there is at least from 3 cwt. to 4 cwt. difference.

Unloaded?—Unloaded.

Is the telegraph the heaviest?—No, the mail is the heaviest.

Did you ever prove that by a weighing machine?—We have a difficulty to get to weigh the mails. I was a coachmaker myself for some few years, therefore I know the weight of the telegraph coaches.

What do they weigh?—Generally about 16 or 17 cwt.

What is the weight of the present Norwich mail?—The mail weighs pretty well a ton.

Is there any reason why they should be built so heavy?—None whatever.

Is it cheaper to the contractor?—As far as that goes it may be more to his advantage; the more durable the work and the longer it lasts, the more profit he would obtain; but not cheaper to the man who has to furnish the horses.

No, but to the contractor?—It is very much to his benefit, certainly.

What are you allowed a mile upon the Norwich mail?—I have very excellent mileage allowed on the Norwich road, in consequence of the trade being so bad.

What is the mileage?—Eight pence. It is notorious that nobody could do anything with it till the Post-office allowed that extra price.

Is there a deficiency of passengers on the road?—There are two mails; mine unfortunately is not in so good repute as the other, in consequence of going a long distance round. People prefer the Ipswich road to the Newmarket and Bury road.

You have a considerable opposition of coaches on that road, have you not?—Yes, we have a great deal of that, and low fares.

How many miles do you horse the Norwich mail?—My contract is 33 miles.

From London to Hockerill? –Yes.

What speed do you run?—About nine miles and a half in the hour; we travel 10 miles to do it.

The Post-office allows you 8 *d.* a mile; you have to pay out of that 3 *d.* for the coach and 5 *d.* for the duty?—Yes.

Then you are exempted from toll?—Yes, and we have no guards to pay; they find guards.

Do you pay any assessed taxes for the coach?—We pay the same as the other coaches, that is 5 *l.* for the licence.

How many coaches do you keep for the Norwich mail?—Two coaches, 10 *l.* a year.

Had you any other contract than the Norwich?—I formerly worked the Devonport and Stroud mails.

They were not good concerns, as you gave them up?—No, mails are not good generally.

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Evidence of Mr. *Robert Nelson.*

1 April 1835.

Have you any considerable portion of your profits arising from parcels by the mail?—I should say a great proportion.

Is there a preference to send parcels by the mail?—All the smaller parcels, which are the best carriage, receive a preference to go by the mail.

Your mail to Norwich does not fill well with passengers?—Very badly; I can scarcely make it pay with all the extra allowance they give us.

What is your establishment generally; a horse a mile for the mail-coach?—We cannot do under that.

Do you think that if the Post-office were to offer an open contract for the mail-coaches, there are coachmakers in London of sufficient capital and respectability to execute the work with as much punctuality, and provide as good coaches, as the present contractors for the mails?—There is no question about that, I should think.

If so, would there not be a saving of a halfpenny or three farthings a mile in the coaches?—There would be at least that.

Do you think on any line of road that a coach could by a double mail be contracted for, a morning and evening?—No doubt any distance within 100 miles might be.

You say within 100 miles; do you think that a mail could not be coached to Liverpool or Manchester?—I should hardly think the additional convenience to the public would pay the expenditure for that distance, because the mail could not leave till 10 o'clock in the morning, and would not get to Manchester under 20 hours.

Has not a day coach an advantage over a night coach going out of London?—It has an advantage at certain seasons of the year, in the summer seasons when the days are long.

Do any of the coaches carry mail bags in the country?—None but the mail I work.

Do you run any two-horse coaches?—One only.

To what place?—To Tunbridge Wells.

If two-horse coaches could be so constructed, by frequent change of horses they might do the service of the mail, might they not?—I should not think so. There could not be any dependence upon two-horse coaches, because in the event of anything happening to the two-horse coach you have only one to do the duty. No doubt the speed might be maintained, but there would not be any dependence.

For what term do you hire your stage-coaches?—We usually settle our accounts monthly.

Are you engaged by any one of your contracts for a certain number of coaches for any fixed number of years or time?—No; the coach may not answer, and then they come off again; he must take his chance about it.

Then a contractor would have some benefit in the certainty of a five or seven years contract?—A very material one indeed.

Then the present mail-coach contractors, we may infer, have a good bargain with the public?—Yes; of that there is no question.

Appendix, No. 17.

EVIDENCE of Mr. *Finch Vidler*, 4 April 1835.

Mr. *Finch Vidler.*

THE Commissioners have been appointed to inquire into various parts of the administration of the Post-office, and their attention has been called to the particular subject in which you are concerned, as to the contract for the mail-coaches. It has been represented to them that it is considered rather a high and expensive contract, and they wish to have the benefit of your explanations?—I shall be happy to give every explanation.

How long have you held that contract?—Fourteen years.

Was it yourself or your brother who first held it?—My brother; I have not held this contract; it has been my brother's contract; what I am now finishing belongs to my brother.

You are not a party to the contract?—I am so far that I have undertaken to finish it, but I was not a contracting party; my brother was the contractor; he is dead. The fact is, my brother and myself did not agree at the time; my brother undertook the contract; we were at variance. Mr. Parratt married into our family; my brother left Mr. Parratt his share of the business and the consequence was he undertook the contract.

Who is the responsible person?—I am the responsible person to finish the contract; for my brother undertook it and signed it, and he left Mr. Parratt his executor; and Mr. Parratt was then considered as the contractor, and was allowed to be so officially at the Office as contractor.

Jointly with you?—No; he is the sole contractor legally, as representative of my deceased brother; I agreed to take an annuity out of the business.

Who conducts the business?—I do, and have done so for the last two years.

Without any direct interest in it, other than the annuity you receive?—I am an interested party at present, since I have undertaken the management; in fact I have undertaken to finish the contract.

Has Mr. Parratt a share in it?—No; his share is under my control for the liquidation of certain obligations; his right is not done away with; he has a share in it, but he has no profit derivable at present, from the circumstance stated.

What share has Mr. Parratt?—A half share.

When does the contract expire?—On the 5th of January 1836.

How long have your family had the contract?—Ever since, I believe, the year 1794.

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Has it always been at the same price?—That is a question I really am hardly able to answer, having been quite a boy during the first part of my father's contract.

What are the present terms?—Three halfpence the single mile.

Is not it a farthing more on some of the mails?—It is on some of the north-country coaches.

Do you refer to those in England or Scotland?—Those in the north of Scotland.

Is it not more than $1\frac{1}{2}$ *d.* south of the Firth?—To Aberdeen and other places; there are 13 roads that we have had the extra farthing a mile for, that is $3\frac{1}{2}$ *d.* for the double mile, on account of the extra passenger.

Have you any coach through the Highlands?—To Aberdeen.

You go the coast road, by Montrose and Dundee, to Aberdeen, and not by the Highlands?—Just so.

How many miles do you run over in a day?—The present contract, 13,140; that is the number as far as regards the present contract.

Do you recollect the annual sum paid to you?—There is a little variation; altogether about 20,000 *l.*

What additions have you to that?—In addition to the above, I am in receipt of about 2,200 *l.* annually, for oiling and greasing.

If any accident occurs, do you make a charge to the contractors?—We do make a charge, such as it is, but we do not make a regular coachmaker's bill by any means; still we do make a charge, because if we were not to do so, a coach would get knocked to pieces, they would be regardless of the manner in which it was treated; the charge made is nevertheless very trifling.

Do you recollect to what the annual bills amount?—The amount for the last year, originating from unskilful driving and other chargeable causes, may be about 130 *l.*

How many coaches have you at work?—We have on the wheels, absolutely at work, from 280 to 290, but there are spare coaches besides that number.

Have you depôts of coaches at Edinburgh and Carlisle, and so on?—Yes; we have coaches at Edinburgh and Carlisle and York, and in fact at about 17 different districts in the kingdom, where spare coaches are stationed.

What is your system for having those coaches looked after and repaired?—We have men who have been instructed at the manufactory.

Servants of your own, or tradesmen of the place?—Servants of our own who have been at the manufactory. We instruct them in their business, and when we think them competent we send them down to those different stations.

Do you allow them to carry on any other business?—No, not anything of the kind, if we can ascertain it.

Is the mail-coach an expensive coach to keep in repair?—Yes, I consider it so, because until the arrival of a coach either into London or its destination, there is no one sufficiently interested to protect it; instances have been known that the spare coach has been used as a break for the purpose of rendering horses manageable for the mail work.

Are not stage-coaches run upon the same principle as yours?—I believe they are miled.

Is there anybody more interested as regards the stage-coaches than the mail, when it is out, in looking after it to keep it in repair?—Yes, being their own coaches they are decidedly a party more interested than we have to look after ours; for instance, frequently in those 17 different districts I speak of, the coaches stand in the street the whole day and exposed to the weather; the horse proprietors care little what becomes of the coaches, except our own men, and we are obliged to trust to them.

Does not that equally apply to the contract coaches that run to Manchester and Liverpool?—I do not know how their affairs are conducted.

What may be the cost of a mail-coach?—The present mail-coach, since the alteration, (for we are furnishing them in a more expensive manner,) is about 145 *l.*

Should you take that to be as expensive as a telegraph-coach?—Yes, I should think it quite as much; from the expensive manner of painting and lining, owing to the alterations that have lately taken place, I should consider our coaches throughout as expensive. The contract is sufficient inducement for me to take the greatest pains in the selection of the very best materials, for my own satisfaction as well as rendering every convenience for public travelling.

Which has the most of wood work or iron work, the mail-coach or the telegraph-coach?—I should say there is more iron work in a stage-coach, considerably.

Is that less expensive than wood work?—I do not know that there will be much difference; there is more iron work about a stage-coach than a mail-coach, certainly; in fact, we wish to avoid weight as much as possible; it is my study continually to make them as light as I possibly can, keeping in view the size and safety of the passengers.

How far is the expense of wheels considerable?—It is very great.

How long do you calculate on wheels running without new tires?—I cannot make any calculation for the duration of wheels, for this reason, should the wet weather set in for a week or 10 days it makes a very material difference; I put on double and treble the number during a wet week than what I do if the weather is dry. I am incessantly employed in making wheels; and when I think I have a stock, from 200 to 300 sets of wheels, it will happen, from the continuation of a week's unfavourable weather, most of them are consumed.

Do you make your own wheels?—Yes; we have never less than 35 men in the wheelers' shop at work.

What do you look upon your establishment for coaches for a certain distance; is there

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any fixed number, two or three or five, such as from hence to Liverpool, for instance?—Some roads will take three coaches, some will take four and five, others more; it entirely depends upon the distance.

The distance of Liverpool is 206 miles, what number does that take?—I think it takes about five.

That would be about one coach for 40 miles?—Yes; some of the roads require more than others; I cannot immediately recollect what each road takes; many of the roads I know take five coaches, some of them three; I am speaking as to the short roads.

That depends upon the distance they go?—Yes.

What is the mode in which you are paid for your contract?—We are paid by the contractors who convey the mail.

Upon what system do they pay, ready money or how?—They pay by bills.

Do you draw bills upon them?—We draw at three, six and nine months, for one quarter's payment.

Are you paid pretty regularly?—Yes, we are paid very regularly, for this reason, that the Post-office guarantee to see us paid; I could not carry on the business if they did not; if I were to trust to the coachmasters only and they were to fail, and the Post-office were not to see me paid, it would be impossible I could go on with the business, the expenses being so enormous.

Do the Post-office ever advance to you upon the contract?—No.

Only for the greasing?—Only for the greasing; it is called greasing, but it is drawing and greasing; I believe it is termed in the bill oiling and greasing. We have an establishment of nine horses and five men, merely to take them backwards and forwards to the different inns.

The greasing is also a considerable expense?—Yes, certainly, but the drawing is included.

Which are your fastest mails?—That is a question that remains with the Post-office, I am not able to state that; I have nothing to do with the horses or the time, but merely to furnish the mail-coach.

Do you find any difference in respect of the repair of the coach?—Some go one rate and some go another, but I do not think there is much difference between them, for it appears to me that the acceleration of the mails within the last three years has been so great, it averages rather more than nine miles an hour throughout England. If I were to speak from the damage that I see every morning in the yard, I should say the Devonport.

The Devonport is most shaken?—Yes, if there is any difference.

That is owing to the rough roads of Devonshire, perhaps?—I suppose so; we find more wear and tear; but the wear and tear, since the acceleration of the mails has taken place, is certainly one-third more throughout.

Do you recollect the measure of your coaches inside, as to the space allowed?—I do not exactly, but since the alteration has taken place we have given considerably more leg-room, with regard to the size of the body, and also the mail boot behind.

What do your coaches weigh?—Those I am now finishing for the next Birth-day will weigh about 17 cwt. 3 qrs.

What do they weigh now?—Those I have made weigh 18 cwt., but I have finished a coach I have reduced 1 ½ cwt.; I dare not take an ounce now from that coach, with which they seem perfectly satisfied. The heaviest coaches will be 18 cwt. and some few pounds; the northern coaches are all heavier than the others, in consequence of the mail box being deeper and larger.

Your coaches are principally made on one pattern?—Yes, all of them.

Is the coach for Edinburgh larger than the others?—Not the body part; the difference is in the mail box; it carries a greater load.

All the wheels fit the one as well as the other?—Yes.

The wheels and axles and nuts must be so made that you cannot take one to any place without its being fit to apply to every mail?—No; the great thing is to get the whole under one system; I do not think I should have been applied to, but the business was getting into confusion owing to the alterations that were made. In my father's time the coaches were all under the same system; we could not carry on this business if any five of the coaches were altered to another principle, for instance if we were to make four different sorts of coaches. Owing to the many stations we have we are obliged to send articles weekly, the wheels, the axletrees, and the springs, and the clips, must fit, otherwise the person who is at that station would be unable to use such articles, which would throw us all into confusion. I have had instances of it within these two years; I am now getting them under one system.

Do you think the present mail-coach is the best adapted for speed and running light, or could you make any improvement upon it?—I could not make any improvement upon the present; I have tried all I can to improve it.

You think it in the best form?—Yes.

Can you make the springs easier?—I have made them easier, and have made the present coach lighter by a hundred and a half; I have had a letter from Mr. Lacey, of Manchester, saying that he thought it the best adapted of any coach he ever saw turned out of a manufactory. I had an order from Mr. Johnson to go on upon that model.

Are not your springs heavier than those of the other coaches?—Not now. I ran the coach alluded to 500 miles before I represented it to Mr. Johnson; I tried it on nine different roads, and then I showed it to him.

Your former springs used to last for ever, did not they?—No; the springs now in use last better,

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better, for this reason, I believe that steel is brought to a greater degree of perfection than formerly.

Do you find lamps for the coaches?—No, the Post-office find lamps.

Do you furnish them to the Post-office?—No, we furnish the lamp-irons, but not the lamps; I believe there is somebody at the Post-office who furnishes them.

Do you keep a supply of supernumerary coaches in London?—Yes, we are obliged to do so; for instance, this Birth-day the number would be about 25 required to go out on the day of the procession, but I am obliged to build 30 to replace the number that is broken up annually.

Is the coach which arrives in London in the morning sent out the same evening?—No. If there is no accident and it is altogether sound, when we have washed and greased it, and screwed up the nuts, it is sent out the next day; but if on examination there is anything found the least defective, we have another ready to take its place. I am obliged to keep a great many coaches in the yard, to take the place of one in case of an accident; there must not be a moment's delay.

Do those coaches you keep in store at the 17 different stations come to London periodically?—Yes, once a fortnight; they used to remain there much longer, but I applied to Mr. Johnson that they might be worked, for we found from experience that the coach received so much injury by standing and getting damp, that we suggested it would be better they should be worked; it is very bad for a passenger to get into a damp coach; since that we change them as often as we possibly can.

How do you change the letters importing the place to which they are to go?—There is a label underneath the window, it is merely tacked on; we can make the Bristol the Portsmouth, or the Portsmouth the Dover, and so on, as occasion may require.

The only persons who have an interest in the contract now are yourself and Mr. Parratt?—Yes.

If the Post-office should choose to put an end to your contract in January next, are they bound to take your stock?—They must give me 12 months' notice if they wish to discontinue the contract, and then they must give me six months' notice that they will either take my stock or not.

The contract was taken for 14 years in 1821, was not it?—Yes.

There was a covenant that if they put an end to the contract, they might have the option?—Yes.

Assuming these 14 years at an end, have you a claim upon them next January, if they do not give you notice, to take your premises and your stock?—No, it is optional with them.

Suppose they do not give you any notice at the expiration of the 14 years, have you any claim upon them?—They are bound by the contract to give me notice one way or the other, that they will grant me a fresh contract or not.

That was supposing they wished to set aside the contract, was it not?—At any time.

Supposing no notice given between this and the 5th of January 1836, does your contract terminate of itself, and will you have any claim upon the Post-office at that time?—I have a right to a twelvemonth notice, according to the contract, before they can discontinue it.

Therefore if they were to delay the notice till the 1st of January 1836, your contract would of right go on to the 1st of January 1837?—Yes.

And if they give you that notice now, your contract might expire in 12 months from the day of that notice?—Yes.

Then you have no claim?—No; then they must give me six months' notice after that whether they will take my stock or not; that is at their option, but they must give notice.

If they were to give you notice to-morrow, your contract would go on as of right till this day twelvemonth?—Yes.

Then they must say whether they will take your stock?—Yes.

If they give you notice six months hence that they will not take your stock, you will not have any claim at all?—No, I finish it then; but I must have an understanding beforehand of six months, for it is an immense stock, and it would be the ruin of me if they did not give me notice; in fact, I have applied now to know whether I may be allowed the liberty of expecting a renewal, for I have to purchase large quantities of timber beforehand at this season of the year, to keep up my stock.

Do you know a coach called the Manchester Telegraph?—No, I do not.

Which do you conceive the most expensive in the construction, those fast coaches or the mail-coach?—I should consider from what I have seen of the others, and what is expended upon those coaches we are now finishing, I should say they are as expensively constructed as any of the stage-coaches.

Of what are your pannels made?—The upper ones of pine; we prefer that material for its lightness.

The white American pine?—Yes. We are always at war with the contractors about the weight of the coach, it is a most difficult coach to make on that account. I could build a coach to-morrow not above 16 cwt., if I were not limited to size, but it is for the accommodation of the Post-office, in the immense box behind, and to give sufficient leg-room in the inside; it follows then there must be a corresponding strength to prevent failure.

The mail-coach carries much less weight than the stage-coaches, does not it?—I do not think it does at present; the loading at the Post-office at night is now beyond anything, there are as much as three men can lift on the roof of letter bags. It is not to my interest to make a heavy coach; I should be very happy to make a coach lighter, but I am obliged to make a coach that will travel; I should have great complaints from the Post-office if a coach were to break down; and if the accident book were examined by any one, I am sure

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sure the delays which happen on my part, unless they run against anything, are much less than with the other coaches.

You have a considerable establishment here?—Yes, a very large establishment.

What number of men do you employ?—One hundred and eighty men and boys.

In case of the overturn of a mail, in which considerable damage is done, who pays the expense?—The contractor for working the coach; we do make a charge; it is a new coach frequently, the very first journey it comes in; if it is not completely spoiled, but it is very materially damaged, we make a charge, because if we were to pass such an occurrence over in silence it would not do; but we never have any angry feelings or dispute with them on the subject.

There are two sorts of accidents; sometimes running against a cart in the streets, and at other times in dark nights unavoidable accidents?—Yes, the accidents we have with the coaches are very considerable; it is frequently the very first journey they are injured in the budget, by restive or kicking horses.

How is the boot formed, on a frame?—Yes, very strong, and on springs.

Is it of leather?—Yes, leather outside.

Is it pannelled?—Yes, framed together very strong.

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EVIDENCE of Mr. *John Waude,* 4 April 1835.

Mr. *John Waude.*

YOU are a coachbuilder on a large scale, are you not?—Yes.

Where do you live?—In the Kent Road.

What line of road do you furnish coaches for?—Manchester, Birmingham, Shrewsbury, Exeter, and Bath and Bristol, and other roads.

Are they chiefly done by contract?—The whole of them.

Can you state what number of coaches you have?—I think nearly 100 on different roads.

Are those the number of coaches actually running, or is that a return of the number of coaches you have?—I consider about 100 to 120; it may extend to 150, that are required to keep the whole going. I never took a memorandum of the whole of the number of coaches in my employ.

You have always a reserve, of course?—Yes, I keep spare coaches at Manchester and Shrewsbury, and so on.

What number of coaches does it take to run to Manchester, 187 miles?—The Defiance takes five coaches.

For a fast coach you take about five coaches to 200 miles?—Yes; for the Telegraph I have only four, being a day coach; there are only two on the road, and one at each end, one at London, and one at Manchester; but had it been a night coach, it would have required two more.

The Telegraph is one of the fastest coaches which goes out of London, is it not?—I believe it is.

Is the wear and tear great?—Yes, very great; the friction is so great.

Where does a coach generally fail soonest?—The wheels and axletrees are the chief things; in fact, it goes generally together; it is not a coach which loads so heavy as some of the other coaches.

Have you any calculation of the quantity of renewal of wheels which is requisite?—In the summer seasons often the wheels will not last more than two or three journeys without new tiring.

Which wears the wheels most, the wet or the dry weather?—The very dry weather; the increased speed of the wheels; what with the weather and the continual friction of the wheels on the road, it is like a hammer, and the wood contracts; the heat of the weather contracts the wood, and the wheels go to pieces much quicker in the summer than they do in the winter.

You do not find that the wheels wear so quickly in wet weather as in dry?—No; unless it becomes very wet, and then the tire of the wheels would become affected.

Then the two extremes of the weather affect you most—Yes, the very wet will affect the tires, but not the wheels so much.

Have you many accidents with your coaches; do they frequently break down?—Very rarely.

Do the coachmen generally take care of the coaches?—The coachmen who have driven my coaches generally take great care of the coaches, and the guards as well.

Do they want repairing frequently?—Yes, in the course of about every week; we take out the perch bolt and examine it; it wears very much there, and the wearing plate in locking round, there is continual friction from the splashing up of the wheel horses.

You know the mail-coach of course; which is the most expensive in construction, one of the fast coaches, such as the Telegraph, or the mail-coach?—I conceive that the Telegraph coach to Manchester would cost 30*l.* getting up more than the mail-coach; all being built on one plan, and all fitted together; they are done chiefly by men that do nothing else; they are all got up at a trifling expense in comparison to our coaches; ours are covered with leather; the lining of theirs is much inferior; we get them up with plate-

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glass, and with swing girders. I am persuaded that ours cost 30*l.* more than theirs; we pay greater wages to our journeymen than they pay.

What do you consider the expense of one of your fast coaches?—£. 145.

Of what are your pannels made?—Of mahogany.

That would be more expensive than white pine?—Yes.

White pine is lighter, is it not?—Yes, but there is not the substance in it.

In which coach is there the most iron work?—In the mails certainly, more weight of iron; I think there is an unnecessary weight in the transom plates and inside wheel irons, that there is no occasion for in the mails: in the building of the body we use considerably more iron in ours, that is on account of the luggage; I consider that we have double the weight the mails have.

What do your coaches weigh?—The Manchester Telegraph weighs between 16 and 17 cwt.

Would that carry as much luggage as the mail, assuming the fact that you have more passengers?—Yes; we carry eight passengers outside, exclusive of the coachman and guard; the mail carries three upon the roof.

Which is the heaviest coach when it starts from London; the mail with all their bags, which you are aware of, and a limited number of passengers, or the Telegraph coach, with their increased number of passengers and diminished quantity of luggage?—I should consider that the Telegraph is a considerable degree heavier with the increased number of passengers, than anything which can be put upon the mail with the bags.

You think the Telegraph coach would wear more than the mail-coach?—I do not consider more, in the speed.

Is there any difference in the repair of coaches between those that run at night and at day?—The coaches which run in the daytime generally run with greater speed, and there is more repair necessary for them than in a night coach; I have a coach that runs to Bath which carries a greater weight than the day coach; Miss Fromont's coach, six inside; the wheels upon that coach will last a week or 10 days longer than on the day coaches.

Taking the average wear of wheels, do they run from 1,600 to 2,000 miles?—I think 1,600 miles would be about the average; I have run them 4,000 miles, but that was in the winter, when the snow was on the ground, and there was no friction.

Was the wheel worn out altogether then?—No, it wanted new tiring.

If the tire was a little worn you would change it for a coach for a shorter distance, perhaps?—We never change our wheels, taking them off to put them on a coach for a shorter distance.

Are your coaches all made on one pattern?—No; I am invariably altering the shape of them as the times alter, so as to please persons.

Are your 100 coaches all made on one and the same pattern?—No, on various patterns.

Would it be a source of economy to you if you could make them all of the same pattern?—Yes, certainly; as it is, one gentleman says, "I should like to have my boot made of such a size, and my coach of such a size," and so on.

The axletrees and the screws, and so on, are alike?—Yes; we endeavour to get all of one size as nearly as possible, so that they may fit each coach travelling through different parts of the kingdom, and it may be convenient to be able to transfer from one to another.

Are your axletrees upon the Telegraph coach the same as on your Bath coach?—Precisely.

Would the wheels of the Telegraph fit the Bath coach?—Yes, but they are a trifle stronger.

Practically, do you ever place the wheels that belong to one coach, if your stock should be short, upon another?—I should, provided they were of the same colour; but they are painted of a different colour, or they would answer precisely the same for the Bath or the Manchester coaches.

Are your nuts and your screws common to all the coaches?—Yes; if we want a nut we fit one on in an instant.

What is the price you receive for mileage?—I receive from 3*d.* a mile to 2 ½*d.*

What are the coaches for which you receive 3 *d.*?—The Manchester Telegraph I receive 3 *d.* for. I do the whole of Mr. Lacey's business at Manchester, and all his branch coaches to Leeds and to Carlisle, and different other parts; there I have 3 *d.* a mile.

You mean the double mile of course?—I do.

Have you any establishment at Manchester?—I have premises which I hold under Mr Lacey, and my brother is there.

Have you an extensive establishment there?—I build all in London.

Do you include those at Manchester in the 120 you stated you possessed?—Yes.

Which are the coaches for which you receive 2 ½ *d.*?—The Birmingham Independent.

Do you run the Nimrod or the Tantivy?—The Nimrod, Shrewsbury, and the Bath and Bristol.

How many coaches do you run at 3 *d.*?—Very few, with the exception of my north coaches; only where they are finished in a superior manner, with plate glass and so on, they agree to give me a halfpenny a mile for the first twelvemonth, then it comes down to 2 ½ *d.*, but 2 ½ *d.* is the average that I take.

How long has the Telegraph been running?—Above 17 months; but that continues at 3 *d.* a mile, on account of the increased speed.

Do you wash and grease the coach?—Yes.

If any accidents occur, do the contractors pay you?—Yes, in cases of overturning, or horses kicking and breaking a splinter-bar, or running foul, or breaking glasses.

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Do you repair the coach if any accident happens to it?—Yes; everything that happens by fair wear and tear I am compelled to replace.

Is your bill taxed at all that you send in?—No; I do not send it into them the same as I should to any person whose carriage came in to be repaired. I just charge them for the men's time and the materials. I do not charge it so as to make a profit, but to reimburse myself for the expenses laid out.

What is the length of your contract with the stage-coach proprietors?—Generally three years; sometimes I have for seven or eight years; but where I am doing business that I do with Mr. Horne and Mr. Chaplin, and a great deal with Mr. Sherman, it is useless for me to enter into a contract with them; they are men of such honour I would as soon take their word as a written agreement; in fact, I never took an agreement with them of late years, I think it is useless.

Do you do private business as well as stage-coaches?—Yes.

What construction would you recommend for coaches; do you think that the mail-coach is the best?—I have had long experience; I have been a journeyman myself, and worked my way up in the world; I have been a smith, a body-maker, and coachmaker, I can do any part; and having a practical knowledge, I should say that the best coach, the most adapted for business, for lightness and elegance, is the Manchester Telegraph. I do not consider that, if I was to attempt to build a coach, anything could be better adapted than that coach for mails or anything else.

What does that coach weigh when unloaded?—Between 16 and 17 cwt. We can make a cwt. difference by putting on light wheels; many coachmakers will put on lighter tires or lighter springs at times, to please the coach proprietors, and give them reason to suppose they have a lighter coach.

What should you take a mail to weigh?—I should conceive none of them less than from 17 to 18 cwt.

The difference of tire and wheels will be equal to a cwt.?—Yes, certainly.

There is more iron work in the mails than there need be, in your opinion?—Yes.

Would they last longer?—Not if the wood work is good; I have my timber by me for three or four years, and cut it out myself.

Do you make any charge to the coaches you furnish, for greasing and oiling?—No; I keep four horses to go and fetch them in, and I send for them, and send them back.

Do you furnish lamps for them?—No, I furnish only the lamp-irons.

Do you contract for any two-horse coaches?—Yes, several.

What do you charge for them?—Twopence-farthing a mile.

How long have you been a coachmaker?—Five and thirty years since I first commenced.

Do you find more wear in the coaches now than you did formerly?—I consider that there is more wear; the speed has increased the wear.

Are not the roads much better?—Yes, much better; we were obliged to build coaches much heavier 25 years ago; they were not less than 23 or 24 cwt., we were obliged to have such strength of timber.

The coaches were five cwt. or six cwt. heavier than they are now?—Yes.

Which was the most expensive, the coaches you furnished at that time, or those you furnish at the present time?—I think they are much on a par; they are furnished so much superior now; there was such common lining, and little or no lace to it.

You had a greater weight of materials?—Yes, they were used much more heavily.

The great expense is in labour?—Yes. I go to more expense than any other tradesman in London by 10 *l.* or 15 *l.* in finishing my coaches; I like to show my taste in the fitting of my coaches; some of the coachmakers do not like to alter their new coaches, lest their customers should call upon them to alter their other coaches.

Is not the expense of labour the great expense?—The labour is very considerable; we are paying considerably more now than we were in the time of war; the men we used to pay a guinea and a half a week to, we are now paying them two guineas; and everything was so much dearer then than it is now; the quartern loaf was 1 *s.* 3 *d.* or 1 *s.* 4 *d.* a loaf, and meat 1 *s.* the lb. If the labour was reduced in proportion to the materials, we should be able to build the coaches which cost us 145 *l.* for 80 *l.*; but the journeymen have been completely masters.

According as the coach is highly finished, there is a much greater proportion of expense in the labour than on the common coaches, of the same materials?—Yes, that is what I say as to Mr. Vidler's work, the mail-coach; I get better cloth and better lace, and the journeymen's wages in the finishing are so much superior.

Is there much difference of price in the timber, such as mahogany instead of pine pannels?—Yes, mahogany comes to double the price of pine.

The oak spokes are all the same as to each?—Yes, and ash or elm sticks.

If you had a contract for a certain number of years, five, seven or ten, could you work cheaper than for the shorter contracts?—The longer the period the more certainty there is.

Do you look upon the mail-coach as rather a plain and rough work?—Yes, it is rough; it is good workmanship; there is some excellent workmanship in the mails, the wood work is done very well indeed. I have been over the manufactory, and inspected it.

Have they a large establishment there?—Very large.

Much larger than yours?—Yes, much larger. I consider that I do more business than they, but theirs stands on much more ground; I turn out much more than they do, though they have such a number of men.

How many men have you?—I have 70 to 80.

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Evidence of Mr. *John Waude.*

4 April 1835.

What number do you suppose they have?—I should conceive about 140; they employ such a number of apprentices.

What is the reason of that?—A great deal of theirs is done by the day-work, and they do not give as much for the labour; to such men as I give 36 *s.* a week to, they give only 28 *s.* Then they bring them up from apprentice boys, they are not used to other work, and cannot change unless they have a natural genius, so that they are there all their lifetime; they are fitted for that work, and excellent men for it, but only fit for that. My men would do as much in two days as theirs in three or four; I do a good deal by piece-work; some of my men will earn 5 *l.* or 6 *l.* per week.

Does a coach require to be seasoned in the frame?—No; the timber is seasoned, and the quicker a coach is built, I think, the better.

If the business were divided into three or four takes for the whole country, would six-months' notice be sufficient for a person to supply 40 or 50 coaches?—No, I think that would be rather too little time; it would run a person to great expense, there being from 200 to 300 mails required.

Suppose one person were to take the northern mails, and another the Norwich line, and another the western, and so on?—I could do it fast enough, but I should like a little more time, provided I was to have a portion of it. I have taken an order for 16 coaches, and turned them out in nine weeks, for Mr. Lacey of Manchester; from the time I received the order to the time I sent them down to Manchester, was only nine weeks.

How many persons are there in an extensive line of business in London?—I should say only two that are in an extensive way, that is myself, and Wright & Horne. There is another person in Whitechapel, of the name of Boswell, but his is a very limited business; all his works are for one concern, Nelson of Whitechapel. He does a great deal in omnibuses and short stages; he does the Exeter Defiance coach, and a little for the Yarmouth coach, for Mr. Sherman.

Is there not a person of the name of Whitaker?—He does nothing.

Is there not a person of the name of Bailey at Hartley-row?—Yes; that is not in London, it is at Hartley-row, near Basingstoke. He does Mr. Fagg's work, at the Bell & Crown, Holborn; he builds them there, and has a man in London to look after them.

If the contract for the Post-office were to be open, do you think it would be taken at a lower rate than it is at present?—Decidedly so.

There is not only 3 *d.* a mile and 3 ½ *d.* for the northern mails, but there is an annual charge for drawing and oiling, of 2,200 *l.*?—That is a very handsome thing; I never knew till yesterday that there was such an allowance; I was quite astonished at it.

Do you think the public might be served punctually at a lower price?—Yes, I could afford to do it at a lower price myself, with that allowance.

Would you do it without that allowance?—I could do it without that allowance.

For the whole or a part?—Yes.

For what number of years certain?—I would say seven years. Although I receive a good deal from the stage-proprietors that have to find their own mails, in my opinion it would never be done properly, they would be altering them. It ought to be under the management of Government, to see that proper coaches were on the road; but respectable as those gentlemen are, I do not think that if it was in their hands for them to find the mails, it would be done in the respectable manner it is now; for the coaches ought to be made precisely alike, and anything to fit in case of accident; and there ought to be relays on different lines of road, wheels and poles, and so on, as well as bars.

Are you aware that on the present system the mail-coach contractors are obliged to keep workmen at different places, such as Edinburgh, and Carlisle, and York, and so on, to look after their spare coaches?—Yes, and at Manchester. I have seen the men at work at the same yard where my business is done; there are two men kept there to examine and to wash and to grease, and to keep the coaches in an efficient state.

That must come upon the contractor?—Yes, of course.

Have you a branch establishment at Manchester?—I have.

Have you one at any other place in England?—No.

You run a coach to Bath?—Yes.

How is your coach there repaired, in case of accident?—It is very seldom there is an occurrence of that kind; if they have run foul or receive an accident, they get a coach from the nearest coachmaker.

You have not a coachmaker a correspondent there?—No; at Shrewsbury I have a correspondent.

Do you run the Wonder?—Yes.

That is one of the fastest coaches which runs?—The Telegraph is a mile an hour faster; it goes to Manchester in 17 hours and a quarter, 187 miles; it is nearly 11 miles an hour.

How long does a fast coach last?—The body I should consider might last for three years, but requiring a very great expense during that time to keep it tight.

What is the lasting of a mail-coach?—I know mails that have been in existence for these 10, 12 and 13 years.

You would conceive that the mail contract is a very good contract?—The best contract, I should conceive, of any one in England.

Who are the contractors?—Vidler & Parratt.

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EVIDENCE of Mr. *William Chaplin*, 11 April 1835.

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Evidence of
Mr.
William Chaplin.

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WHERE is your establishment?—The Swan with Two Necks, Lad-lane.

You are a contractor to run the mail-coaches?—I am.

What coaches do you run?—Twelve or thirteen of them.

Mail-coaches?—Yes, about a dozen of them.

Can you name some of them?—The Holyhead, Liverpool, Manchester, Bristol, Norwich, Hull, Devonport, Bath, Dover, Pool, and Stroudwater.

What is your establishment of horses?—I have working about 1,200.

Do you run many stage-coaches besides?—Yes, a considerable number.

Any of the quick coaches?—Yes; on an average, I think, about as quick as most of them.

We hear of the Telegraph to Manchester, the Wonder to Shrewsbury?—I do not work the Telegraph to Manchester, but there are other coaches of shorter distance, of equal speed; but I have nothing in the long ones.

In the contract for the mail, I believe you are obliged to take the coaches from Mr. Vidler, are you not?—We are obliged to take those approved of by the Post-office, and they have generally been selected from Vidler's, which we have complied with.

Who selects them?—It has been supposed to have been part and parcel of the contract almost, that we should have it of Vidler.

What do you pay?—We pay 3*d.* for a double mile.

And how much duty?—That depends now upon the license. Ever since the last variation of the scale of duties, there has been a lowered scale; when we license them for four and two, we pay 3 *d.* when we license them; the next scale is four and five, but then the mail is only allowed to take three, therefore we only get one of those passengers on the mail, and therefore we pay 1 *d.* more, that is, we pay 4 *d.*

The only privilege that you have is exemption from toll?—We have the exemption from tolls, and then we have an express allowance for carrying the mail exclusive.

You are allowed so much for horsing the mail?—We have it from the Post-office quarterly; a stipend of so much per mile for doing their business.

How much is it?—It varies from 3 *d.*, 4*d.*, 5 *d.*, and 6 *d.*

That is for horsing, is it not?—For the working of it.

That is the different roads?—They vary it according to the circumstances of the case. Supposing that a mail to a certain town does but indifferently, and still it cannot be dispensed with in the opinion of the Post-office department, of course they would have to give us such a price as would get it through the country.

How far do you run the mails out of London?—Myself?

Yes?—Averaging 25 miles.

Then you have partners in those separate concerns, who join you in the contract, which depends upon the destination of the mail; have you not?—Exactly. I take it thus; they are all co-partners with me in the contract, or at least they are all contractors for their particular stages.

Then you divide upon the whole?—We divide upon the whole; there is no preference.

Then there is 3 *d.* a mile you have to pay for the coach, and 4 *d.* duty, and then you receive a sum varying from 3 *d.* to 6 *d.* a mile, and you are exempt from toll?—Yes.

You pay an assessed tax duty for the coach of 5 *l.*; do you not?—Yes. We have a license; it used to be an assessed tax, but it is altered to a license.

Now, in the stage-coaches, what do you pay a mile for horsing?—It varies from 2 ½ *d.* to 3 *d.*

Is the charge of 2 ½ *d.* for four-horse coaches?—Yes, in some cases.

What are the cases in which you pay 3 *d.*?—It is this: for instance, if you choose to have a Brighton coach, or a coach to a fashionable place, where there are expensive decorations, and you have to give additional attraction in order to have effect, you would be induced, as you would in other matters, to go more liberally into it.

Those are only in a few exceptions?—Only a few cases; about 2 ½ *d.* would be the average.

Do you think the charge for the mail-coach at 3 *d.* is a high charge?—It is generally thought so.

When you hire a coach of one of the principal coachmakers for a certain line of road, do you pay an additional sum to him for washing and greasing the coach?—No.

Are you aware that the contractors for the mails have a considerable sum allowed for washing and greasing the coach?—No: he always brings a fresh clean coach to us every morning.

Do the other contractors do the same to you for the stage-coaches?—In certain districts they do; but at Brighton, which is only a distance of 50 miles, you would not require a spare coach to go out, and we wash and clean them ourselves: and in truth, the coachmaker is not required to do it very often, because there is a little privilege attached to the agency of the whole proprietor, inasmuch as he charges something for cleaning and greasing this said coach, and having a man or two kept for that purpose. Now it would come, in 20 or 30 coaches, to so much a week, which would leave a shade of profit in doing the whole, and, therefore, we do not desire the coachmaker to do it in all cases.

You are speaking of short distances, are you not?—Yes; the long distances require a fresh coach out every journey; and then the coachmaker cleans, and brings it to us.

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They do not make an additional charge for that?—No; in a few cases only. I have some that I pay for it.

In coaches, do you pay for any accidents that arise to the coach, such as breaking of splinter-bars, &c.?—Very little; there is a very liberal view taken between the proprietor and the coachmaker; in truth, I think the coachmaker has the best business, and he has sense enough to see it, and does not press us heavily upon it.

But when you contract for the mail you pay, do you not?—Yes, I do; there are incidental charges with the mail, which are more closely looked to a great deal than by the coachmaker.

Do they send you a bill quarterly or half-yearly?—Quarterly.

What is your system of hiring coaches of a builder; your stage-coaches; is it by the year, or the six months?—No; if you are doing business with a coachmaker, it is not so. My principle in business is to give a certain coachmaker a certain road, and then I should say he ought to bear the fluctuation of the road with the coachmaster; if I cannot by any means carry on the coach, why he should feel it with me, and if we increase and flourish, and require more coaches, he would go more with me.

Then he is a species of partner?—In feeling he is; he could not expect me to carry on the coaches for the sake of his farming them to me, if I could not get anything from them.

Have you more than one coachmaker that you do business with?—I do business with four.

Who are they?—Wright & Horne of one firm, and Waude is another, and Boswell another

Where does Boswell live?—In Aldgate, Whitechapel.

Is he in a large way of business?—No.

Have you any persons in the country that you do business with?—Yes; I work some country coaches.

Is there a good coachmaker at Bristol?—Yes; his name is Williams; he is a very good one; but taking the coaches generally, the country built coaches are by no means to be compared in their performance with the London ones: there is not a good principle in the construction of the axles and wheels; they do not understand the roads.

To come now again to the coaches for which you pay 3 *d.*, are those the short coaches chiefly?—It is coaches to the fashionable places, where you want to give a greater appearance than you have occasion to do with the night-coaches, which are encumbered with luggage, and in consequence of which you cannot keep them so smart.

What is your opinion as to the relative expense and cost between a good description of coach, such as a morning coach, and the mail-coach; which do you consider is the dearest?—The mail is the cheapest, evidently, because the present style of a mail-coach, although it is neat, yet that is all that can be said of it.

Are the other coaches more finished?—They are more highly finished, and more ornamented; there are more brass ornaments; the lining is of a superior texture, and the heading and every department is superior.

Have you any opinion as to their durability; which would last the longest?—That must depend upon the work; the mail I should say would have the advantage of that, because a neat coach which is built lightly for the benefit of the horses, is occasionally liable to an excess of loading when there is a pressure of luggage and passengers; now the mail always being loaded lightly, never can be borne down by that outrageous pressure.

If the average number of coaches run at 2 ½ *d.*, do you think the contractors would furnish a mail-coach at as cheap a rate?—They entertain that opinion, the whole of them; but then they are guided by this principle, that all the mail-coaches being of one pattern, and after one mould, they can be made so much more economically than those coaches where they are obliged to study the caprice and whim of all kinds of proprietors; and also in the painting and in all manner of repairs, they could bring forward the sound parts of one coach to bear in the repair of another, while they were all alike. There is a great impression in the minds of all the coach-making part of the trade, that it is rather a valueable contract, or that they could do it so much cheaper; but there must a great deal depend upon the sample, because there is improvements to be made in the mail-coaches.

Do accidents often happen to stage-coaches or mail-coaches by breaking down?—Not so much as they used to do, because the roads are so much better and smoother that there is not so much obstruction as there used to be.

But the speed is much increased, is it not?—Yes, but when the roads are more rough and stony the friction is greater, and there is more jar over a hard uneven surface.

Would not that operate the hardest upon a heavy loaded coach?—Yes, it would.

Where is the place in which a coach generally fails?—The great danger is in the axles, because they keep improving the construction of the axletrees by getting closer to what they term the patent principle, the case-hardening and engine-turned, and the result is that these axles are not always well tempered.

Have you ever known a mail break down in the axletree?—Yes, but I will do them the credit to say they break less than any other coaches, and I attribute it to one or two circumstances; I think they are generally constructed upon a better principle; in the first place the carriages are longer, and therefore there is not that jar that there is in a short one; and in the next place, there not being that excess of lading, as I before observed, does not render them so liable.

You could not pile a heavy load upon a mail-coach, as contrasted with other coaches, could you?—No, you could not put the luggage on a mail to equal the weight of 11 outside on a stage-coach.

If you were to construct a coach for quick journies, is the form of the mail-coach the one you would select?—Do you mean the form of the body, or the whole together?

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The whole concern?—I think they have the preference as to safety, certainly; but they are not handsomely formed in the bodies; there is not that taste about them that there is in some of the coaches, but I think the principle is better, because it is proved by a vast quantity of stage-coaches getting closer upon the mail principle; they were the first to get the wheels loftier, and therefore safer.

In a mail-coach the fore-wheels are higher, but the hind-wheels are lower than in ordinary coaches?—Yes, the fore-wheels being made loftier, I, as an individual consider it a very great improvement, and it becomes a question which I have never yet met with any one to solve; what would be the happy height to adhere to; the coachmakers are very good workmen, but there is not one in five hundred, or at least I never met with them, that could explain upon any sound principle or mathematical principle, or any other sound reasoning, why the thing should be so, or so.

You think that they are not great mechanics?—Not by any means; they have heard that a fore-wheel is better lofty, but there is none of them can tell you why or wherefore.

You are aware that the fore-wheel being higher has a great advantage in passing over any obstacle; an obstacle of the same height would oppose a much greater resistance to a low wheel, inasmuch as it would take in a larger arch of the circle of a low wheel than of a large one?—Supposing the fore-wheel to be as high as the hind-wheel, say five feet each, it would still pass it easier; but then comes the question of ascending the hill, whether that lofty wheel is advisable or not.

There is another question, you must level the carriage in that case, in order that you may be able to turn it?—I took out a patent myself for the forewheel, to be as lofty as the hind-wheel; and I have spent 400 *l.* or 500 *l.* upon it; but somehow or other we cannot surmount the prejudice against it; it runs beautifully upon the level ground.

Does the mail-coach run as lightly as the light coaches?—I think it does; I have always advocated the mail principle.

Assuming an ordinary coach, weighing 18 cwt., and a mail weighing 18 cwt., do you think the form of the wheels would allow you to run with greater ease to the horses?—I think the construction of the mail carriages are done with greater judgment than with the post-coaches, certainly.

As you are so well acquainted with coaches, and the details of coaches, what do you suppose a mail-coach would cost in its building?—In its present form.

Yes?—I should think you might have 20 or 30 of them built for 100 guineas a piece; but that is only a supposition.

And what would an ordinary coach cost, such as the Brighton or Birmingham coaches?—From about 130 guineas to 140 *l.*

Have you tried any experiment with respect to having the wheels cylindrical, having the axle quite straight, and the wheels cylindrical without having any dish at all?—I have not, but others have; Mr. Whitbread, the Member for Bedford, I believe has had some; in those wheels the spoke is set in the nave, and you cannot keep the wheel in an erect position; it will not wear well.

They put one spoke in and one spoke out?—I should say the wheel would not have that durability that it would with a degree of elasticity about it.

Now, as to the rate of going between a fast coach and a mail-coach, which is generally the fastest while in motion?—The mails perform the business at a greater speed throughout the year upon the average, though in the summer time the post-coaches run faster about the country, but they do not maintain it.

Does it not happen with the stage-coaches that their stoppages are longer, and they have also more necessary stoppages in picking up and putting down passengers, which they have to make up afterwards, in order to maintain their rate of nine or ten miles an hour?—Perhaps the mail may be the more continued; but what with their stopping and changing horses, the Post-office duty, and one charge or another, they are subject to a good deal of stoppage.

Upon an average how many years would a Brighton coach last?—We get them off from the Brighton roads on to others, where there is less effect required; we get them into the night working, after being there a certain time.

They have to be new painted, have they not?—Yes; but they are painted every year on the Brighton road, and sometimes more than that.

The long coaches remain much the same?—They remain more in their places.

Now a Bristol coach, will that last for five years; one of those heavy low coaches?—Yes, I should think they would, because if they went into the night work, they would still be working, and therefore I should say they do last five years; the great expense is keeping them up in appearance, and fit for the performance of the duty.

For which species of conveyance do you suppose passengers have a preference, the mail or the stage-coach?—There is a great deal to be said on that; the mails unfortunately do not flourish except into very populous towns. Now out of Manchester and Liverpool, where there is a vast spirit of enterprise, they esteem the style of travelling by the mail; and we get a very good living there, but with respect to places of minor importance, we cannot get a sufficient style of gentlemen or active merchants into the mail, and we are suffering very materially for want of inducements to the passengers except in those places. It has occurred to me always, that some 20 years ago, when the mails were established, and there were no day-coaches for distances of about 100 miles, that then the gentlemen invariably came from Bath and other such places by the mails, and then the passengers consisted of officers in the army, and merchants and gentlemen; but now the day-coaches are established every where from London, within 140 miles, all that style of passengers go by the

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the day-coaches, and we cannot find a sufficient number of mercantile men of spirit who value their time, to give us an increased fare to meet the limited number of our passengers, and therefore the mails are very materially suffering; and also, we are subject to a good deal of injury, from the early hour at which the mails are required to be in London; that is very much against us. The post-coaches from Bristol and Norwich, and other places, that can extend their accommodation by stopping an hour and a half longer in the provincial towns, and do not arrive in London till nine o'clock in the morning, opens a very great accommodation; whereas the mail leaving earlier, and arriving so early, before the hotels and the private houses are open to receive them; people do not like it, and therefore I presume that to be one of the leading causes.

As to leaving London at night, how does that operate?—Excellently; the mails have all the preference.

Assuming that it were found expedient by the Government to recommend two mails to go to the manufacturing districts, do you think they could be contracted for upon the same terms as the mail in the evening?—No; I should not think they would be so advantageous to the proprietor; certainly not.

Would it have any other effect than putting down a coach on the road?—I do not know that it would put any down, I should think it would be more likely to put another on; I should say that business would not be done so well, because the speed which the mails are now approaching, if they were much more general, would not be worked so well, because it is not every man that can work the best of our mails; if he has not an extensive stock employed on other coaches which he can keep drafting his mail stock from, in and out, he could not keep up the speed on account of the wear and tear on his stock, he would not have reserved stock enough about him to keep the mail going, without a very great loss. The mail to Devonport is one I horse, and I have perhaps 150 horses standing at Hounslow, and I am sure all that style of horses, those blood-like horses which are there, three-fourths of them, have been through that mail.

The Devonport mail has been rather looked upon as a bad concern, has it not?—It has; because it has passed through I think three proprietors' hands before it came to mine, and they never could make anything of it. The first gentlemen, Messrs. Fagg, relinquished it as a ruinous loss, and then Mr. Nelson took it, but its irregularities and general conduct was such, that the Post-office took it away. It is a very hilly bad country along that road below Salisbury; till the proprietors had got a stock selected for it and accustomed to it, there were very many accidents.

But the roads being now improved has done something for it, has it not?—Yes.

And particularly from Exeter to Plymouth?—I cannot speak of that.

You think that there would be some difficulty in finding contractors if there were to be two mails a day, to proceed from London to the populous and manufacturing districts, do you?—No, I did not say I thought there would be a difficulty in finding contractors, but I thought the rates would not be sufficiently kept up.

Could it be done at the same price?—No, because the evening mails will have a preference in two ways; it suits both the mercantile world in the first place, and also perhaps the point would be an agency in the parcel trade, and that could not apply to a morning mail, because solicitors and other correspondents would not have got their papers made up till the evening.

Would it make any difference in the passengers or parcels, if the mail were to leave at nine o'clock instead of eight?—I have not seen any coach that has left at nine has had any preference hitherto; generally speaking, we have had coaches start at nine for Manchester, but most persons have brought their business to a close by eight o'clock; the dinner hour is over, and a man, if he means to go, is ready at eight.

You do not run the Dover mail, do you?—Yes.

It leaves the Post-office at 12 at night, does it not?—That is the foreign mail, I have nothing to do with that.

What is your mode of paying for the coach hire to Mr. Vidler, do you pay quarterly?—We pay quarterly; we receive our hire for labour quarterly, and about a month or three weeks after that we pay him for the hire of the coaches.

Do you pay in money?—No, they are always drawing on us; it has been the practice before I had anything to do with it, and so it has continued.

If the public could make a saving in contracting for coaches at a lower price, do you think that there are coachmakers in London that could furnish a mail-coach as well constructed and with the same punctuality and efficiency as the present contracts for the mail?—They could not do it with more punctuality, certainly not.

Do your other contractors furnish you with punctuality?—Yes, but they certainly do not excel the mail contractors in regularity.

They both do their duty?—If they did not we should leave them; there is nothing to prevent them.

The Post-office pay you from 3 *d.* to 6 *d.*?—Yes.

And out of that you pay for the coaches?—And out of that we pay the coaches; in truth, I believe the coaches seem to me to found the principle of our paying, only that competition having increased in coaches, it has tended to render the mails worse; our 3 *d.* has got up to 4 *d.*, 5 *d.* and 6 *d.*, according to circumstances.

In the shorter mails, the day-coaches do you great injury, do they not?—Yes, they are very much below par. Now to Bath, which used to be the best mail in England, and supported by the best sort of persons; it has become a very impoverished concern.

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One of the best parts of the pay for the mail is for small parcels, is it not?—Yes, that is one of our leading inducements to labour at them.

The mail has a preference in small parcels to other coaches, has it not?—Yes, otherwise in the mails, one has a great deal of trouble in getting them worked within 50 miles of London, for there are no refreshments allowed, which is a loss to the innkeeper, who expects to get his breakfast or supper about 30 or 50 miles out of town, so that in the mail we have no inducement to offer him; and then coming at that hour of the night, say five or six hours, it is one or two o'clock in the morning, and therefore the innkeeper will not have it, and the private individual is not very fond of having his establishment disturbed.

Do you find sub-contractors are more easily found at a distance from London?—Yes, after the first 80 miles we have not any difficulty; in the first place, things are cheaper to provide for, and the great pressure with me in finding partners to keep the mails moving with credit to myself and the office, is from about 25 to 60 miles.

That is in fact night-work both ways?—Yes, and you have nothing to offer him; there is no encouragement.

Is there any other considerable coachmakers besides Wright & Horne, Ward, and Boswell, in London?—Not in London.

How many coaches do you suppose you have?—I could tell in a moment how many different concerns I have; some of the carriages take three or four, or five; I have about 68 different concerns or lines of different coaches.

Then you have not less than two or three coaches on each?—Upon most of them from two to four, or two to five.

If you did not pay less than 3*d.*, instead of an average of 2½*d.*, it would materially affect your interest?—Yes, it would be materially in our favour to have less mileage, because the lower we can work, the greater return we should make with the public.

Then you have a concern as large as the Post-office, if you have 68?—I have more coaches out of London than the Post-office has.

You must have nearly 200 coaches altogether?—Yes, rather more out of London.

Have you ever thought of having an establishment of your own, solely applied to building and repairing your own coaches?—I never did; it has been tried by several, but I have found there has been always competition enough to keep me supplied, and I think with better success than those who have undertaken it themselves, because they cannot attend to their own coach business and the manufacturing of coaches also.

Is there any suggestion you would wish to offer?—Yes, if I might be allowed, I have a suggestion to make, which is this, that if it would not be attended with too much expense in conducting it, I would suggest the propriety of letting the guards of the mail be entirely dependent on the Government for their support, because I will endeavour, in a few words, to show you that we have rather a dearth of that spirited kind of passenger to support the mail, excepting to those great places, such as Liverpool and Manchester, and I fancy it because of the expense mostly, and the guards do not go such long distances with the mails as they do with the post-coaches; for instance, we send our guards generally to Manchester and Liverpool, a distance of 200 miles, and the mail-guards seldom exceed the distance of 100 miles, and then it becomes a heavy tax upon the passenger to have two of these men to pay, and if it could be borne by the office, I think that it would be a very great inducement to many people to come by the mail who now do not do it on that account.

What sum do passengers ordinarily give a guard who goes from here to Manchester?—Some give perhaps half-a-crown; he could not give less, or if he does, the guard looks at him very hard; the guard does not expect to get less than half-a-crown when he gets to Leicester, and then he expects the same sum again at Manchester.

So that it very much increases the expense?—Yes, and we have not the same sort of gentlemen to go with us that used to go, before the accommodation of the day-coaches.

That would be a heavy expense to Government, taking all the lines of road, would it not?—Yes.

If the guard were to be paid five shillings a day, would that be sufficient, without an expense to the passenger?—We might reduce our prices.

That is, you might reduce your prices if the Government incurred the expense?—The mails are very slackly supported, excepting in these populous districts, and therefore if we could render them more popular we could work them at a less expense.

That is a calculation of setting off one expense against the other?—The first thing is to make them popular.

Have the guards any other profits besides what they get from the passengers?—There is nothing allowed, because the mail being a limited conveyance, it would not do; in the coaches there is occasionally perhaps a little private trading of their own, but with the mails that could not be done.

Do you pay the guards a salary besides what they get from the passengers?—Yes we do, from half a guinea to fifteen shillings a week, but we do that because we should have them as servants, and we should have a check upon their conduct.

Have you any other suggestion to make?—I do not recollect any other.

Appendix, No. 20.

EVIDENCE of *George Louis*, Esq., Superintendent of Mail-coaches, 1 June 1835.

Appendix, No. 20.

Evidence of *George Louis*, Esq.

1 June 1835.

Supposing the Post-office contract to be divided into more than two or three divisions, do you suppose much inconvenience would occur in the providing coaches?—I think there would be a difficulty in dividing the country into districts, inasmuch as some of the coaches out of London travel between 200 and 300 miles, and if a division of district took place on the respective lines, the coaches must be changed, or they would get into the next man's district: that perhaps may be met by a contract giving a certain number of miles to any one, and sending the coaches where the Post-office pleases, without reference to districts.

Suppose the contracts south of London, north of London, and Scotland by itself?—That would be very well if the coaches ran only out of London, but the coaches run sometimes quite across the country from north to south, or east to west, the country mails.

Why might not you take it for a certain number of miles?—It may be met in that way; if a number of miles is taken, to charge according to the number of miles. Vidler's charge is according to the number of miles.

Do you believe there are several contractors in London who would offer?—I have spoken with one or two of the coachmasters upon the subject, and they have said that they are sure there are several who would; and I hear also that at Sheffield it is likely an offer would be made.

Do you think it would be probable there would be contractors offer, if it was divided only into two?—I should think it would, but I am not able to give a decided answer to that.

Do you think it would give great facility to obtaining a sufficient number of tenders, if it was offered upon the roads instead of districts?—I think it would give facilities if it were taken on roads rather than districts, for out of London many of the coachmasters take it on roads, and furnish coaches on roads and to any length; it appears to me there would be a great difficulty about the districts.

Do you think there would be any difficulty to the Post-office from offering four contracts in that way on the principal roads?—I should agree with Mr. Freeling in saying that the fewer contractors, the more conveniently and easily managed; still those difficulties I dare say will dwindle away. We have 50 years' experience of being in one hand, and how well the system has worked, and that is my reason for saying the fewer the better; the last Birth-day the coaches were turned out in a very superior style.

Do you put the form of the coach into the specification, in offering a tender?—The last time I had no knowledge of what was done; I know of no specification.

If there were four contractors for Great Britain, would any difficulty arise from one part of the coach not fitting another?—There would be difficulties in that case unless they have precise lines of road; I think a man's lines of road might be put into a particular direction, to the north for instance, though it could not be divided into districts.

Do you anticipate any considerable difficulty in dividing Great Britain into three or four divisions with reference to the lines of road, and disposing of them to three or four contractors?—The only difficulty I have mentioned, that one man's coach would run into another man's district.

Does not that answer apply particularly to the dividing the country into districts rather than roads?—Yes.

You see no difficulty in dividing them if it was by roads?—No; then there would be the cross roads; there are cross day mails and cross night mails.

It is your opinion that any difficulty which might arise from the number of contractors might be obviated in a great measure by care in putting out the specification?—I should think they might; a contract, I think, might be drawn out in that way, that we should send the coaches where we pleased.

And that every part of the coach might be made to a pattern?—Yes, there must be a pattern coach and a regular specification. There are various places in the country at which the contractor keeps spare poles, clips, nuts, screws and so on; there is always a spare spring goes with the coach, and a clip for the wheel. It is essential that the contract should get into good hands; if there should be any failure it will be attributed to the Post-office.

Do you think any greater facility could be given for carrying papers, without increasing the weight?—The mails now going from the Post-office are much loaded, the Edinburgh mail is exceedingly so, bags piled up on the top, besides the box being filled; whether any room might be given under the seat I can hardly say, I am afraid not; the hind boot has been very much enlarged of late.

What is the number of miles performed by the present mail-coaches?—Thirteen thousand miles and upwards per day, by Vidler's coaches; then there are about 3,000 miles performed by second-rate coaches for cross mails, which are built under our control, but furnished by the contractors for the conveyance of the mails.

Do you think the country could be divided into districts?—I think there would be inconveniences which there would be a difficulty in overcoming.

Would not it be for the advantage of both parties to make arrangements?—For the cross-mails districts, say the west of England, the strip of land between the two Channels, it would be obviously the interest of one person to take; but the difficulty is as to other lines.

Supposing a line were drawn, and that all coaches below London were in one contract, and

Appendix, No. 20.

Evidence of *George Louis*, Esq.

1 June 1835.

and all coaches above London in another, and Scotland in a third contract, would there be any difficulty?—I should think not; or it might be taken north of Edinburgh, as the same mails run from York to Edinburgh.

Do you think there would be any difficulty in drawing up a specification for contracts upon that principle?—That difficulty of their running into each others districts would be avoided, but I think that then there should be a power, if necessary, of sending one man into another district.

Do you think that the cross-mails from Worcester, for instance, to the south-west might be arranged?—I think it might.

Appendix, No. 21.

EVIDENCE of the Duke of Richmond.

Appendix, No. 21.

Evidence of Duke of Richmond.

THE contract for the building of mail-coaches expires next year?—It does.

Has not your Grace sometimes turned your thoughts to whether the mail-coaches could be improved?—The mail-coaches have from time to time been improved, the contractor having always agreed to any alterations recommended by the Postmaster-general; they are, I believe, much more comfortable than they were, and the boxes have been made larger, as I was anxious that the letters should be conveyed in them instead of on the roof, which was not so secure.

Has your Grace ever turned your attention to the practicability of substituting lighter carriages altogether with a pair of horses?—Many plans have been proposed to me, but I have never seen any that could be effected without a greater expenditure of revenue than I felt myself authorized to recommend to the Lords of the Treasury.

Does your Grace think that the best mode of providing the carriages is by contract?—The carriages are now provided by a contractor who resides in Milbank, who is under a contract to provide the Postmaster-general with the number of mail-coaches he requires. The persons who contract to convey the mails pay the contractor at Milbank, I believe, 3 *d.* per double mile, which I believe is the sum that the private coachmasters pay to coachmakers. My opinion is, that the coaches should be provided by the post contract according to the present system, it being of great importance to the public that the carriages should be provided by one person, which would afford adequate security to the public, or rather by one establishment. If I had remained in office, I should certainly have recommended the Treasury to have authorized me to have received tenders, and I think that a contract would have been procured not perhaps at less mileage than at present, which however is not paid by the public but by the coachmasters; but the public would have saved more extra expenses for the daily examination, cleaning, and greasing the wheels, which are now paid by the revenue. The present contractors have well performed their contract.

Would you not very likely have altered the period of contract?—In general, I object very much to long contracts.

For a contract like the mail, is it necessary that the contract should be made for some term of years?—Perhaps as extensive premises are required, and a large stock of seasoned materials are necessary, it might be economy to take a longer contract than in other cases, but of this I cannot speak decidedly, not having at the time I left office completed my inquiries. I recommend the Commissioners to visit the establishment at Milbank, they will then be aware of the great stock of wheels, poles, &c. which must be kept in store for the winter season, for if the men were to strike work for an advance of wages, the contractor would be at their mercy, and the correspondence of the country also; the mail-coaches for England and Scotland are furnished by the contractor at Milbank, those for Ireland by a contractor in Dublin.

You think that the contract for mail-coaches should be in the hands of one person?—Certainly, under one contract.

Did your Grace always find the present contractor ready to adopt any improvement you suggested?—Yes, I did.

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Appendix, No. 22.

Contract for Mail-coaches.

Articles of Agreement had made concluded and fully agreed upon this 30th day of December, in the year of our Lord 1821, between the Right Honourable Thomas, Earl of Chichester, and the Most Honourable James, Marquess of Salisbury, His Majesty's Postmaster-general, for and on behalf of His Majesty, of the one part, and John Vidler, of Milbank, Westminster, in the county of Middlesex, coachmaker, of the other part. Whereas by a certain contract or agreement bearing date the 31st day of December, 1808, and made between the then Postmaster-general of the one part, and John Vidler of the other part, it was stipulated that the said John Vidler should provide and furnish mail-coaches for the conveyance of the public mails for a term of 14 years upon such terms as therein mentioned, which contract is now expired; and the said John Vidler, party to the above recited contract, is deceased.

And

Contract for Mail-coaches.

And whereas the said John Vidler, party hereto, having made application to the said Thomas, Earl of Chichester, and James, Marquess of Salisbury, for a new contract to be granted unto him, their Lordships have taken the same into consideration, and have agreed to enter into a contract with the said John Vidler for a term of 14 years, determinable as hereinafter mentioned, for his supplying mail-coaches for the conveyance of the public mails, at the rate of 1 ½ *d.* per mile for every mile, both going and returning, that every of such coaches for which that sum is now paid shall run, and at the rate of 1 ¾ *d.* per mile for every mile, both going and returning, that every of such coaches for which 1 ¾ *d.* per mile is now paid shall run, for a term of 14 years determinable in manner hereinafter mentioned. Now these presents witness, and the said Thomas, Earl of Chichester, and James, Marquess of Salisbury, His Majesty's Postmaster-general, for and on behalf of His Majesty, do hereby covenant, promise and agree to and with the said John Vidler, his executors and administrators, that such of the contractors with Government for the conveyance of the public mails as the said Thomas, Earl of Chichester, and James, Marquess of Salisbury, or the Postmaster-general for the time being shall direct, shall use coaches upon the construction now in use for that purpose, or such other coaches as the Postmaster-general for the time being shall appoint, order or direct to be made, and to be built by or by the order of the said John Vidler, his executors or administrators, for the term of 14 years, to be computed from the 5th day of January 1822, subject to the proviso for determining the same hereinafter mentioned; and provided that the Postmaster-general for the time being shall not be obliged in any one year to use or employ more of such coaches than shall together run 8,000 miles per day, or 2,920,000 miles per year; the said John Vidler hereby undertaking that he, his executors or administrators, shall and will from time to time and at all times furnish a sufficient number of coaches for that purpose, and for as many additional miles as the said Thomas, Earl of Chichester, and James, Marquess of Salisbury, shall require, and shall repair and keep the same in repair; and in consideration thereof and of the due performance by and on the behalf of the said John Vidler, his executors and administrators, of all and every the clauses, articles and agreements herein contained, the said Thomas, Earl of Chichester, and James, Marquess of Salisbury, His Majesty's Postmaster-general, and for the Postmaster-general for the time being, do hereby covenant, promise and agree, that such contractors as aforesaid shall and will pay unto the said John Vidler, his executors or administrators, by quarterly payments, 1 ½ *d.* per mile for every mile, both to and from the place or places to or from which the said mails shall be so conveyed, for all such coaches as are now paid for at that rate, and 1 ¾ *d.* per mile for every mile, both to and from the place or places to or from which such coaches are now paid for at the rate of 1 ¾ *d.* per mile. And for the considerations aforesaid, the said John Vidler doth for himself, his executors and admistrators, covenant, promise and agree to and with the said Thomas, Earl of Chichester, and James, Marquess of Salisbury, and to and with the Postmaster-general for the time being, that he the said John Vidler, his executors or administrators, shall and will from time to time and at all times hereafter during the said term of 14 years, build or cause to be built in a complete and workmanlike manner, and to the satisfaction and approbation of the Postmaster-general for the time being, and at his the said John Vidler's own expense, and furnish, as occasion shall require, a sufficient number of coaches upon the principle or construction now in use, or such other coaches as the Postmaster-general shall approve or direct to be made or built to the extent the Postmaster-general shall require, unto such contractors as aforesaid, such contractors paying unto the said John Vidler, his executors or administrators, at the respective rates hereinbefore expressed for the use thereof, and shall and will also keep all such coaches in perfect and complete repair to the approbation of the Postmaster-general, and likewise perform all and every the terms, conditions and agreements that are or shall or may be agreed upon on his and their part to be performed, in any articles or agreements that now are or hereafter may be entered into by and between the said John Vidler and the several contractors as aforesaid.

And it is hereby agreed that the several guards to the different coaches shall be strictly enjoined and required to inspect the state and condition of the coaches at each stage or place where horses shall be changed, and make a regular return thereof to the General Post-office, for the information of the Postmaster-general and of the said John Vidler, his executors or administrators, and in case of defect or accident, to state the particulars thereof, and the time, place, and real cause of such accident or defect, with the number of passengers in and upon the coach, and likewise that the guards shall be strictly enjoined that they do not permit on any account more than the stipulated number of passengers to travel in, upon or about any of the coaches.

Provided nevertheless, and it is hereby mutually agreed upon by and between the parties hereto, that it shall and may be lawful to and for the said Thomas, Earl of Chichester, and James, Marquess of Salisbury, His Majesty's Postmaster-general, or to and for the Postmaster-general for the time being, to put an end to this contract at any time during the said term of 14 years, upon giving 12 calendar months notice in writing to the said John Vidler, his executors or administrators, and that from and immediately after the end of such 12 calendar months from the date of giving such notice as aforesaid, these presents and every article herein contained shall be at an end; but nevertheless it is agreed upon, and the said Thomas, Earl of Chichester, and James, Marquess of Salisbury do hereby covenant, promise and agree to and with the said John Vidler, his executors and administrators, that in such case they, the said Thomas, Earl of Chichester, and James, Marquess of Salisbury,

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Contract for Mail-coaches.

bury, or the Postmaster-general for the time being, shall and will take all the coaches and every article thereunto belonging, and all the stock in use or which shall be cut and prepared for the use of the coaches, at a fair valuation, the same to be valued and appraised by two indifferent persons, one of whom to be named by each party, which said two persons so to be named are and shall, prior to their entering upon any survey or valuation, name and appoint a third person as umpire, in case they shall not agree in the whole or in part of such matters and things as shall be referred to them or which shall come within their cognizance, whose umpirage and determination in such case shall be final, binding and conclusive to all parties, the Postmaster-general for the time being being at liberty at all seasonable times whenever they shall think proper, between the time of giving such notice and the determination of the contract, to examine by their agents the state of the stock, and to take an account of what part thereof shall be cut or prepared for use, and what part thereof shall not be in a manufactured or prepared state, and upon such valuation being made, the said Thomas, Earl of Chichester, and James, Marquess of Salisbury covenant and agree to and with the said John Vidler, his executors and administrators, that the Postmaster-general for the time being shall and will, out of the revenue of the Post-office, pay unto the said John Vidler, his executors and administrators, the amount of such valuation.

And in case the said John Vidler, his executors or administrators, shall be desirous of determining this contract any time during the said term of 14 years, it shall and may be lawful for him or them so to do upon giving unto the said Thomas, Earl of Chichester, and James, Marquess of Salisbury, or unto the Postmaster-general for the time being, 12 calendar months notice as aforesaid, and thereupon from and immediately after the end of such 12 months these presents and every article herein contained shall be void and at an end, provided, that in such case, the Postmaster-general for the time being shall have the option of taking all the coaches and everything thereto belonging, and all the stock prepared and not prepared for use, at an appraisement by two indifferent persons, one of whom to be named by each party, which said two persons shall nevertheless appoint a third person as umpire, in manner aforesaid, who it is agreed shall act and determine, in case of disagreement of the said two persons, as in the instance hereinbefore particularly stated, provided that the Postmaster-general for the time being shall signify their option to take the same at least six calendar months before the determination of the said 12 months.

Provided likewise, and it is hereby declared and agreed to be the true intent and meaning of these presents and of the parties hereto, that it shall and may be lawful to and for the Postmaster-general for the time being, at all times during the continuance of this contract, to permit the several contractors as aforesaid to use any coaches which shall be approved by the Postmaster-general, and provided by their authority for that purpose, so always that the coaches so to be provided by the said John Vidler, his executors or administrators, shall be employed to run at the least 8,000 miles per day, or 2,920,000 miles per year.

And for the due observance and performance of all and singular the covenants, clauses, provisoes, articles and agreements before contained, which on the part and behalf of the said John Vidler, his executors and administrators, are and ought to be paid, kept, done, observed and performed, he the said John Vidler doth hereby bind himself, his heirs, executors and administrators, unto our Sovereign Lord the King, His heirs and successors, in the penal sum of 6,000 *l.* of lawful money of Great Britain. In witness whereof, the said parties to these presents have hereunto set their hands and seals the day and year first above written.

Chichester. (L. S.)
Salisbury. (L. S.)
John Vidler. (L. S.)

Appendix, No. 23.

A **RETURN** showing the Total Expense incurred in each Year for Drawing, Cleaning, Oiling and Greasing the Mail Coaches, from the 5th January 1828 to 5th January 1835.

———	1828: Ending 5 January 1829.			1829: Ending 5 January 1830.			1830: Ending 5 January 1831.			1831: Ending 5 January 1832.			1832: Ending 5 January 1833.			1833: Ending 5 January 1834.			1834: Ending 5 January 1835.		
	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*
Edw. Parratt, for drawing, cleaning, oiling and greasing the mail-coaches.	2,414	9	9	2,310	15	7	2,249	17	10	2,228	18	1	2,191	17	3	2,197	1	2	2,243	1	11
Edw. Parratt, drawing and freight of mail-coaches to and from London.	13	16	–	43	14	–	56	8	11	16	18	5	25	5	6	18	11	6	17	18	–
TOTAL - - £.	2,428	5	9	2,354	9	7	2,306	6	9	2,245	16	6	2,217	2	9	2,215	12	8	2,260	19	11

General Post Office, 2 April 1835.

(signed) *George Louis,*
Surveyor and Superintendent.

Appendix, No. 24.

Appendix, No. 24.

Sir *F. Freeling's* Observations.

Sir, General Post-office, 29 May 1835.

I HAVE submitted to my Lord the Postmaster-general the Report of the late Commissioners of Inquiry into this department upon the subject of the mode in which mail-coaches are supplied, together with your letter conveying the desire of the present Commissioners to be furnished with any observations or suggestions that may occur to me upon the subject.

That Report confirms the correctness of the principles on which the Post-office has hitherto acted, by admitting the greater facility of control and consequent efficiency from contracting for the general supply of mail-coaches, thereby keeping a service of so much importance in some degree as an establishment under the immediate superintendence of the Post-office department, and by the fact that the Commissioners "would not recommend that it should be left to the contractors for horsing the mails to provide each a carriage for the conveyance of the mail at his own discretion."

It has not escaped the attention of the Commissioners, that as the expense of providing the coaches is borne by the contractors for horsing the mails, and as the amount paid by the Post-office in mileage, on the average 4 *d.* per double mile, goes back to the revenue in the shape of stamp duties, the mail-coaches being liable to the same duties as all other public carriages, which are borne by the contractors, the mails upon all the roads are actually conveyed without any charge whatever upon the public, save and except the allowance for cleaning and greasing the carriages, and drawing them to and from the manufactory for daily examination.

The Commissioners have reported that the difference between the price now paid to the contractor for coaches, including the allowance for cleaning and greasing, &c., and that at which it appears from the Evidence taken before them that coaches might be provided, "may be expected to be about 7,250 *l.* a year;" but as the cost of providing the carriages is borne by the parties who horse the mails, and not by the public, it might appear upon the face of it as immaterial at what rate the coaches are supplied, provided the Post-office can relieve itself of the charge for their daily examination, &c., amounting to about 2,200 *l.* a year.

This, however, is not actually the case: the Post-office has a direct interest in keeping down the price at which the coaches are supplied, inasmuch as any reduction in the rate per mile at which the coaches are furnished to the horse contractors, would justify the Postmaster-general in calling upon them for a corresponding reduction in their mileage for horsing the coaches, and thus afford the means of reducing the expenditure of the department. I am by no means prepared to hold out the expectation that we should be able to effect a reduction in the horse mileage paid by the Post-office, to the extent of that at which the coaches would be furnished to the contractors, as it very rarely occurs that the taking the duty off any article is attended with a corresponding decrease of price to the consumer; but it would justify the Postmaster-general in pressing the demand, would give him the means of making a better bargain on behalf of the public, and ought at least to be attended with some saving of expenditure.

I am willing to hope the Commissioners will do the Post-office the justice to believe, that it has not been unmindful of what might by possibility be done, or of what ought at all events to be attempted, on the expiration of the existing contract with Mr. Vidler; but being aware that the subject was under the consideration of the former Commissioners, it was deemed that any ostensible proceeding on the part of the Postmaster-general pending that consideration, would not only be premature, but might by possibility tend to embarrassment; it would, in fact, have been improper for the Post-office to have committed itself by any decisive act, until it was informed of the views entertained by the Commissioners.

The only doubt that could have been entertained upon the subject, would have been whether, recollecting the great importance of the service, and the obvious reasons against entrusting it to persons not thoroughly competent in respect of capital and responsibility to perform it as it ought to be performed, the contract should be offered to public competition, by communication with the principal coach-builders, or by public advertisement.

At all events an offer had been obtained from Mr. Vidler, which if no more favourable terms could have been obtained from him or others, would have the effect of a reduction in the expenditure of about 1,800 *l.* a year.

As however the late Commissioners have expressed an opinion in favour of an open competition, the Postmaster-general will readily act upon it, as well as upon the suggestion that the contract shall be offered either in whole or in part, to meet any difficulty in finding persons of sufficient means to undertake the whole. His Lordship however conceives that any division more minute than into two parts for Great Britain would be objectionable, and, in point of fact, the amount of capital required would be the best security the public could possess for the due fulfilment of the contract.

The Postmaster-general being now relieved from any cause for hesitation, by being in possession of the views entertained by the late Commission, and as it would be difficult, if not impossible, for any person, whatever their means might be (with the single exception of the present contractor, Mr. Vidler), to undertake a service of such a nature without some months of previous preparation, his Lordship intends, without delay, to issue an advertisement of his readiness to receive tenders for the contract in whole or in part. The Commissioners

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Sir *F. Freeling's* Observations.

missioners have already been apprised that Mr. Vidler has no claim to any notice of the intended determination of his contract, and that to guard against the possibility of any alleged hardship from the erroneous impression he may have entertained on this head, an official intimation has been made to him, reminding him that his contract expires on the 5th January next.

With respect to the concluding observation on the subject of the oil for the mail-coaches being provided by one of the clerks in the mail-coach office, who derives an emolument therefrom, though under a private agreement and at the expense of the contractors, I beg to observe that it is impossible not to agree with the late Commissioners, that as a general principle, it is open to invidious comment and to objection.

The point did not escape the attention of the Duke of Richmond, when Postmaster-general, in his revision of the Establishment. As it was not an authorised source of emolument, though of very long standing, his Grace would not have been justified in awarding compensation from the revenue for the loss of it; and he was unwilling to deprive the individual, who had been many years in the service, of what he had always considered as a part of his income; the more especially too, as any of the contractors are at full liberty to make their own arrangement for the supply in any other manner they may think proper. It is not in any event to be continued upon any change in the situation of chief clerk.

If, however, the Commissioners are of opinion that there is anything objectionable in the practice as to call for its immediate abolition, I have no doubt the Postmaster-general will readily act upon any intimation he may receive to that effect.

I have, &c.
(signed) *Francis Freeling.*

Appendix, No. 25.

Appendix, No. 25.

Report of *George Louis*, Esq.

REPORT of *George Louis*, Esq., respecting the division of the Mail-coach Contract into Three Districts.

Memorandum.—In obedience to the commands of the Lords and other Commissioners of Inquiry into the administration of the Post-office, that I would consider how the difficulties could be overcome which might arise from the mail-coaches being furnished by contractors for three divisions of Great Britain, instead of one contractor for the whole, as has hitherto been the case, I have applied myself fully to all the bearings of the proposition, and beg to submit the following as the result:—

I would first premise, that on the difficulties arising from the coaches supplied by one man in one division running into that of another, it was suggested, that if all south of London, which was to comprehend everything south of the Thames (east of London) and south of the Severn, exclusive of Gloucester, was put into one division; and all to the north of those boundaries so far as Carlisle and Newcastle into another; that north of Carlisle and Newcastle, including Scotland, be put into a third, the difficulties would be very inconsiderable. As a proposition arising on the instant, it did appear the most feasible; but there are some objections to it which I think will strike the Commissioners, and one of them is the disproportion that will exist between the divisions in point of number of miles necessary to be covered in each. To put the matter in as clear a light as practicable, I will distinguish the three divisions as southern, midland and northern.

Pursuing the divisions proposed,—

The Southern would contain - - - - - -	3,012	miles.
The Midland — - - - - - -	8,482	—
The Northern — - - - - - -	1,788	—
Total - -	13,282	—

Which will be the actual number of miles covered by the patent mail-coaches on July 6, 1835.

It will be seen by the above, that the midland division more than doubles the southern, and is nearly five times more than the northern, which is little more than half the southern.

Besides this objection, I may add, that although this division may produce the least inconvenience arising from the coaches running into different districts, still it would not be free from it, for at present no coach is changed at Newcastle, where the mail arrives in the dead of the night, or in fact, between York and Edinburgh, therefore as the division in question is not altogether free from the objection urged, and as it is a point contended for that the kingdom should be divided into districts, some other may be fixed on relieving it from the great disproportion which I have shown. I would beg to refer to the inclosed map before submitting the following division:—

Southern.—To take the Thames as the boundary east of London; to draw a line thence between the Aylesbury and Wycomb lines of road; to continue it between the Banbury and Enstone lines to Worcester, Ludlow, and thence to Cardigan Bay, St. George's Channel, including Worcester, Ludlow, Presteign and Aberystwith.

Appendix, No. 25.

Report of *George Louis*, Esq.

Midland.—The above to be its southern boundary. To the north, the boundary I submit should be Liverpool to the west and York to the east, the Ouse and Humber being the continuous boundary south-eastward; to take in, on the line from Liverpool to York, Manchester, Rochdale, Halifax, Bradford, Leeds and Tadcaster, for all coaches to or from them, and the south; but these towns to be in the northern, for mails to and from any of them to the east or west, for instance, to and from York and Liverpool.

Northern.—To take all the north of the above boundary, also the lines east and west, passing through from Liverpool to Manchester, and thence on through Rochdale, Halifax, Leeds and Tadcaster to York.

This division has in its favour the best proportions that can be given, as regards the number of miles in each district, which, according to the number of miles that will be covered in July, will stand as follows:—

Southern - - - - - - - -	4,644	miles.
Midland - - - - - - - - -	5,350	—
Northern - - - - - - - -	3,288	—
Total - -	13,282	—

Thus the midland will have only 706 miles more than the southern, and the southern 1,356 more than the northern. The line separating the midland from the southern will not, nor is it probable it can, intersect any mail from London, therefore the southern division, in this respect, will be entirely free; it will be affected in regard to country mails, but this is unavoidable; but I shall treat of this part of the subject in the course of these observations. The division between the midland and northern will at present be inconvenient only as regards one mail, for at York we change coaches, at Leeds, at Manchester and at Liverpool. The Glasgow mail-coach goes on direct from London through Wetherby and Boroughbridge to Carlisle, and as the hour going down for dinner is at Wetherby, and the hour for breakfast coming up at Boroughbridge, 12 miles from Wetherby, the difficulty in this case appears great, and I really see no ready way of overcoming it, as the midland contractor would have to work from Boroughbridge coming up and the northern one from Wetherby going down, and the respective coaches would be each journey out of place; but for this obstacle none would arise, as the present coaches are timed, and as the line taking in York and Liverpool is distant somewhere between 180 and 200 miles from London, the coaches will always arrive at a reasonable hour for meals, leaving London at 8 P.M. and arriving at 6. 30 A.M.

The division at first proposed would have obviated the inconveniences that attach to the Bristol and Liverpool, Bristol and Manchester mails running into different divisions, thus proving, but for the disproportion mentioned, that the Bristol Channel would have been the best boundary, for now the coach for Liverpool runs throughout, as does the one for Manchester; and the division of the midland and southern districts intersects the lines of those two mails somewhere about a third of the distance.

I could not fairly treat this subject without pointing out all the inconveniences and difficulties that would arise out of anything like a proportionate division of the kingdom; and although they may not be so great as I was at first led to apprehend, still they are not insignificant, as I have shown in the Glasgow mail at Boroughbridge and Wetherby, and in the cross-mails from Bristol. As regards the Boroughbridge and Wetherby case, it must be so arranged that the stop both ways should be at the same town. In the case of the cross-mails from Bristol to Liverpool and Manchester, it may be stated no change of mail takes place.

It therefore follows, that the powers of the Postmaster-general should be very comprehensive, in regard to running mails out of one district into another, where it may be for the purpose of public convenience; and this regulation will be as fair to one contractor as to the other. The number of miles may be restricted.

Mr. Peacock, the solicitor, with whom I have fully discussed this question, is of opinion that contracts could be so framed as to meet these difficulties in the way pointed out; it will, therefore, be for the Lords and others the Commissioners, after reading these observations, to adopt such measures as may in their judgment seem most expedient.

The above is submitted with all deference.

(signed) *George Louis.*

Appendix, No. 26.

Letter from Mr. *Finch Vidler.*

Appendix, No. 26.

Sir,

Mail-coach Factory, June 9, 1835.

In answer to your letter of the 8th instant, requesting to know whether I am disposed to continue the contract for the mail-coaches for six months beyond the 5th January 1836, I beg to inform you that I cannot consent to continue the contract for a shorter period than 12 months; the outlay of capital for materials is so very considerable, that I shall expose myself to a heavy loss by making provision for a less time than I have named.

I have

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Appendix, No. 26.

Letter from Mr. *Finch Vidler.*

I have to request that you will favour me with an immediate answer, whether I may or not rely on the continuance of the contract to January 1837, and that you will also make it known to the Commissioners, that in the confidence of having at least 12 months notice of the contract not being continued, I have incurred heavy debts for stock and materials, and unless the term I ask is given, I shall be a serious loser.

I take the liberty of adding, that if it is the intention to put up the business to public competition (I have of course no right to complain), but I consider myself entitled to ask that an announcement to that effect should be made at as early *a period as possible,* that I may have an opportunity of preparing to meet such an event whenever it takes place; relying on a fair chance, I have no doubt of continuing to be the contractor.

I am, &c.

Finch Vidler.

Appendix, No. 27.

Appendix, No. 27.

Letter from Mr. *Thomas Clarke.*

Sir, Craven-street, June 15, 1835.

On behalf of Mr. Finch Vidler, I beg you will inform the Commissioners of Inquiry connected with the general Post-office, that he is willing to continue the supply and repair of mail-coaches for a period of six months after the expiration of the existing contract, upon the same terms as stipulated in the contract, it being understood that he is not to be required to make new coaches for the birthday in 1836, and that the Commissioners are not to have the privilege of taking stock in the yard, &c., at a valuation.

Mr. Vidler will be in town this evening, when he will see you, if necessary, and sign any more formal memorandum.

I am, &c.

(signed) *Thomas Clarke.*

MAIL COACH CONTRACTS.

REPORTS made by the Commissioners for inquiring into the Post Office Department, on the subject of Mail-Coach Contracts.

(Lord Viscount Lowther.)
(Mr. Labouchere.)

Ordered, by The House of Commons, *to be Printed,*
22 *June* & 8 *July* 1835.

313.

MAIL COACH CONTRACTS.

RETURN to an Order of the Honourable The House of Commons,
dated 19 August 1835;—*for*,

COPY of a further REPORT, dated 13th August 1835, made by the COMMISSIONERS appointed to inquire into the POST OFFICE DEPARTMENT, on the subject of the MAIL COACH CONTRACTS.

TO THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY.

FIFTH REPORT of the COMMISSIONERS appointed by a Treasury Minute of the 9th of May 1835, to inquire into the mode of conducting the Business of the POST OFFICE DEPARTMENT.

THE Tenders for the supply of Mail-coaches for seven years, from the 5th of January next, having been submitted to us, we agreed with the Postmaster-general in recommending that the tender of Messrs. Wright & Horne, of London, and Williams, of Bristol, should be received for the Southern and Midland districts, and the tender of Messrs. Croall & Wallace for the Northern.

From the information we have received as to the character and responsibility of these parties, we feel assured that the contracts will be well executed, and the conditions strictly complied with.

In a former Report we ventured to express a confident opinion that a very considerable saving might be effected, by offering to public competition the contract for the supply of mail-coaches; our anticipations have been fully realized.

Under the present contract the rate of mileage is generally 3 *d.*, and in Scotland 3 ½ *d.* the double mile. The rates under the new contracts will be,

For the Southern and Midland districts - -	2 ⅛ *d.*	The double mile,
For the Northern - - - - - - -	2 *d.*	

including all expense of cleaning, oiling and greasing, &c., for which an extra sum, amounting to upwards of 2,200 *l.* a year is paid to the present contractor.

According to the statement of the number of miles now travelled in each district, the sum to be paid for the supply of mail-coaches after the 5th of January 1836, would be, Appendix, No. 1.

	£.	s.	d.
For the Southern and Midland districts, 5,062 miles, at 2 ⅛ *d.*	16,359	4	5 ¾
Northern district, 1,557 miles, at 2 *d.* - - - -	4,735	17	6
	£. 21,095	1	11 ¾

The average amount paid to the present contractor in each of the 10 years ending the 31st December 1834, has been 32,947 *l.* 6 *s.* 11 ¾ *d.* The difference which ought to be saved to the public is, consequently, about 12,000 *l.* a year. It appears that the mileage to the coach-builders is at present paid, not by the Post-office directly, but by the horse contractors, according to their agreement with the Post-office. The Commissioners, however, do not think that there can be much Appendix, No. 2.

difficulty in securing to the public the full benefit of the new contracts. A reduction ought to be made in the payments to the horse contractors corresponding to the reduction obtained in the new contracts for furnishing the mails; or if this is not agreed to, the Post-office may, as suggested in the Report of the Postmaster-general, take upon itself the engagement of the contract with the builders upon the new terms, furnishing the horse contractors with coaches at the present rate which they are bound to pay for their use, and carrying to the account of the public the difference between the two prices.

We were anxious, had there been sufficient time before settling the mail-coach contract, to obtain particular information as to the best principle of constructing public carriages.

With this view, we recommended an extension of the present contract until the 5th of July 1836, which would have enabled us to enter fully into such an inquiry. Mr. Vidler, however, having refused to complete the agreement which he had entered into, it became necessary to receive the tenders and decide upon the description of carriage to be used with the least possible delay.

We examined, with the Postmaster-general, several carriages, and various models and drawings offered for our inspection, and obtained the best information we could as to the construction of a carriage which might be most adapted for the service of the Post-office. From the suggestions which we received, and the great pains which has been taken by the Postmaster-general, we believe that the new mails will be found to be in every way equal, and in many points superior to those hitherto in use.

Appendix, No. 3. The evidence of Mr. Macneill contains much useful information on the construction of carriages, particularly with reference to the springs best calculated for
Appendix, No. 4. the diminution of the draught. The instrument which he has described appears to be of great utility in ascertaining the comparative merit of roads and the power required to draw any description of carriage along them.

Although it has been impossible at present to have the full advantage of Mr. Macneill's suggestions, there not being time to make the necessary experiments, we have submitted his evidence to your Lordship, in the hope that it may be the means of producing further improvements in public carriages.

In order to secure to the Post-office the full benefit of any such improvements, the contractors are bound to adopt in the structure of the mails whatever alterations the Postmaster-general may at any time require.

Office of Woods,
13 August 1835.

Duncannon.
H. Labouchere.
Seymour.

APPENDIX.

No. 1.—Statement of the Number of Miles travelled in each of the Three Districts into which the Mail Coach Contract is now divided - - - - - - - - - - p. 3

No. 2.—A Return of the Amount paid to the Contractor for furnishing Mail Coaches in England and Scotland, for Ten Years, from 1st January 1825 to 31st December 1834 - - p. 4

No. 3.—Minutes of Evidence taken before Commissioners of Post Office Inquiry, 6 August 1835 - - - - - - - - - - - - - - p. 4

No. 4.—Description of Mr. Macneill's Dynamometer, or Instrument for ascertaining the Draught of Carriages and Resistance of Roads, &c. - - - - - - - - p. 9

Appendix, No. 1.

STATEMENT of the Number of MILES travelled in each of the Three Districts into which the MAIL COACH CONTRACT is now divided.

THE following is, if not quite, a tolerably Accurate ACCOUNT of the NUMBER of MILES travelled in each District, at present, but by reference to the 22d Clause in the Conditions of proposed Contract, it will be seen some different Arrangement may be made, though not to any great extent.

SOUTHERN.	Miles one way.	MIDLAND.	Miles one way.	NORTHERN.	Miles one way.
London to Bath, and back	110	London to Barton, and back - - -	170	Liverpool to Preston, and back - -	32
London to Bristol, and back - - -	122	London to Birmingham, and back - -	119	Manchester to Carlisle, and back - -	119
London to Brighton, and back - [Pair Horse	55	London to Holyhead, and back - -	261	Wetherby to Carlisle, and back - -	108
London to Devonport, and back - - -	219	London to Liverpool, and back - -	203	York to Edinburgh, and back - - -	203
London to Dover, and back - - -	73	London to Louth, and back - - -	148	1st. York to Hull, and back - - -	39
London to Exeter, and back - - -	176	London to Leeds, and back - - -	196	2d. York to Hull, and back - - -	39
London to Gloucester, and back - - -	111	London to Lynn, and back - - -	97	York to Scarborough, and back - -	40
London to Hastings, and back - [Pair Horse	67	Lynn to Wells, and back [Pair Horse	29	1st. York to Manchester, and back - -	72
London to Portsmouth, and back - - -	74	London to Manchester, and back - -	187	2d. York to Manchester, and back - -	70
London to Southampton, and back - - -	80	London, Ipswich to Norwich, and back -	113	Hull to Scarborough, and back - -	52
Southampton to Poole, and back [Pair Horse	37	London, Newmarket to Norwich, and back -	118	Newcastle to Carlisle, and back - -	57
London to Stroud, and back - - -	105	London to Woodside, (near Liverpool), and back - - -	205	Carlisle to Glasgow, and back - - -	95
London to Worcester, and back - - -	114	London to Wetherby, and back - -	195	Carlisle to Dumfries, and back - - -	34
Devonport to Falmouth, and back - - -	65	London to York, and back - - -	197	Carlisle to Edinburgh, and back - -	94
Exeter to Falmouth, and back - - -	96	Birmingham to Liverpool, and back -	99	Glasgow to Perth, and back - - -	66
Exeter to Devonport, and back - - -	50	Birmingham to Stourport, and back -	28	1st. Edinburgh to Glasgow, and back -	44
Bath to Exeter, and back	84	Birmingham to Sheffield, and back - -	76	2d. Edinburgh to Glasgow, and back -	44
Bristol to Aust Ferry, and back - - -	12	Bristol to Manchester, and back - -	169	Edinburgh to Dumfries, and back - -	73
Aust Ferry to Carmarthen, and back -	105	Liverpool to Holyhead, and back - -	101	Edinburgh to Stirling, and back - -	36
Bristol to Aust Ferry, and back - - -	12			Edinburgh to South Queens Ferry, and back - - -	9
Aust Ferry to Birkenhead (near Liverpool), and back - - -	149			North Queens Ferry to Aberdeen, and back -	123
Bristol to Barnstaple, and back - - -	93			Aberdeen to Inverness, and back - -	108
Carmarthen to Milford, and back - - -	41				
Gloucester to Carmarthen, and back - -	113				
Hereford to Aberystwith, and back - -	117				
Worcester to Kington, and back - - -	40				
Worcester to Ludlow, and back - - -	31				
Double Miles -	2,351	Double Miles -	2,711	Double Miles -	1,557
Single Miles -	4,702	Single Miles -	5,422	Single Miles -	3,114

N. B. Those not designated as Pair, are Four-horse Mails.

General Post Office, 17 July 1835.

Appendix, No. 2.

A RETURN of the AMOUNT paid to the CONTRACTOR for furnishing MAIL COACHES in *England* and *Scotland*, for Ten Years, from 1st January 1825 to 31st December 1834.

YEARS.	Actual Receipt for England.			Actual Receipt for Scotland.			Number of Coaches.	
	£.	s.	d.	£.	s.	d.	England.	Scotland.
1825 - - - -	30,347	10	4½	3,464	9	4	251	29
1826 - - - -	30,477	11	2	3,474	7	1		
1827 - - - -	30,825	14	9	3,474	7	1		
1828 - - - -	31,430	–	–½	3,474	7	1		
1829 - - - -	29,708	2	–¼	3,530	19	9¾		31
1830 - - - -	28,761	14	–½	3,441	5	11¾		
1831 - - - -	28,275	9	10	3,367	18	1		29
1832 - - - -	27,986	13	6¼	3,367	18	1		
1833 - - - -	28,247	11	8¾	3,367	18	1	256	
1834 - - - -	29,081	13	7½	3,367	18	1	261	
	295,142	1	1¼	34,331	8	8½		
	34,331	8	8½					
10)	329,473	9	9¾					
Average Amount - £.	32,947	6	11¾					

Appendix, No. 3.

MINUTES of EVIDENCE taken before the COMMISSIONERS appointed to inquire into the POST OFFICE DEPARTMENT.

August 6th, 1835.

Mr. John Macneill, having been called in; was Examined as follows:

WHAT situation do you hold ?—I am a civil engineer by profession, and I am employed at present, by the Office of Woods and Forests, as the engineer for the Holyhead line of road between London and Shrewsbury.

Have you turned your attention to the consideration of the best construction of mail and stage-coaches ?—I have thought a good deal about them, and have investigated the resistance and draught of coaches and other carriages upon public roads, and the dimensions and size of the coaches; as affecting the comfort of passengers, I have not gone much into, but I think it a point that is easily got at; the comfort and ease of passengers will in a great measure depend upon the springs, and the mode of hanging the carriages; but the principal point to be attended to is ease to the horses, in diminishing the draught as much as possible; this is the point I have paid most attention to. I have been examined before two or three Committees of the House of Commons and of the House of Lords, as to the effect of steam and other carriages working on the common turnpike roads, that is, with reference to the probable velocity with which those carriages would be run with safety, and the injury that they would do to the roads; that led me to investigate the best mode of suspending those carriages, for the purpose of producing the greatest effect by the least power; the effective power which is applied by steam-carriages to draw forward another vehicle may be considered the same as if it was derived from horse-power, and a carriage that requires 100lbs. to pull it forward on a common turnpike road when worked by steam, will require the same power from horses. I am persuaded there is a great deal to be done in the mode of hanging carriages. The steam-engine that is now built by Maudslays & Field, which is the first one that has been built by practical engineers, is suspended by a different description of springs from any that I have seen upon carriages; they are a sort of eliptical or grasshopper spring, or rather a combination of these two springs; the front springs are not placed horizontally, but obliquely to the line of motion, which is desirable, and of use as respects steam-carriages, but would not be necessary where applied to horse-draught; seeing the effect that is produced in the motion of carriages when differently mounted, I am sure that at the present moment the true principle of hanging stage-coaches or mail-coaches is not perfectly understood.

Has

Has any improvement of late been made in building mail-coaches or stage-coaches?—Not that I am aware of in mails, in stage-coaches there has; they are hung much lighter, and a different description of spring is used than formerly; a much lighter spring is found to answer, now that the roads are so much improved; a more elastic spring has been introduced, but even that is not carried to the extent that it might be; the telegraph spring is most approved of among coachmakers; but as far as I can learn, neither the eliptical spring, the telegraph spring, the C spring, or the whip spring, have been subjected to accurate experiment; it is not known, even among coachmakers, which of those springs is the best as far as regards draught. It is well known, however, that the C spring or whip spring is the easiest for the comfort of passengers; but it is not at all known that it is the easiest for draught; it is suspected by many that it is so. The eliptical spring is a very common spring as applied to carriages, where there are no perches; the telegraph spring is the one now principally used for stage and mail-coaches with perches.

What is the telegraph spring?—It is a combination of four grasshopper springs, forming the sides of a square.

Which, in your opinion, would be the best spring to be used in mail-carriages?—I think that is a question that can only be determined by actual experiment; but as far as my opinion goes, I should be inclined to think that the telegraph spring, made properly elastic, and longer than usual, would be the best for mail-coaches; I do not see any necessity for the arm being so short.

Was there a telegraph spring on the mail-coaches that you saw the other day in St. James's-square?—I think they all had telegraph springs, with the exception of an Irish carriage, which had not, and that carriage had no perch.

What effect have springs in respect of the labour of horses in drawing carriages?—The great use of a spring is, that where a carriage has to surmount an obstacle upon a road, and all roads have a certain degree of inequality of surface, if there is no spring to allow vertical motion, the whole weight of the carriage must be raised over those obstacles; but having properly constructed springs, the whole weight suspended upon them is not raised over those obstacles, but merely the perch, the wheels, and the axletrees; the carriage part suspended upon the springs still keeps its horizontal position; it is not necessary to raise it up, because the springs yield with it; if it was not for this, the whole weight must have been raised up the height of the obstacle; but by the action of the springs, the weight of the carriage acting upon them, the body goes here (*describing it*), and although the frame, wheels, &c. rises, the body will not, and the more elastic and more perfect the spring is, the less difficulty a horse will have to overcome the draught; but then there is a point to be attended to, which is, that there should be no longitudinal motion in the spring, for then there is a certain portion of the momentum or power lost, which assists the wheels over small protuberances and obstacles on the road; if there is any longitudinal motion in the spring, the effect arising from momentum is diminished, because that part of the carriage suspended on such a spring is carried forward, without acting on the wheels, so that the carriage cannot be too rigid in the longitudinal direction, where horses are employed in pulling a carriage forward. In steam-carriages, a slight longitudinal play in the front wheels may be of use, in preventing sudden shocks to the machinery.

Are there any scientific means of trying the assistance of springs in the drawing of weight; for instance, in carriage manufactories they try the draught of carriages sometimes by weight, by drawing them over rollers or pipes; can you, by trying different springs that way, prove scientifically that one sort of spring is preferable to another?—Not by those means.

It is only then by horses that you think springs can be tried?—I think springs can only be tried by putting the carriages to which they are attached to their usual speed upon the roads as they now exist, because some springs might produce a very excellent effect when drawn upon a platform in a factory or upon a road for a short distance, at a low velocity of perhaps two miles an hour, by means of a weight over a pully, but they might be found exceedingly bad when brought into practice upon the road with a velocity of 10 miles an hour. I do not know any mode of ascertaining it at the present moment, except by an instrument of my own invention, which has been used with success, and the results derived from it have been under discussion in the French Chamber of Deputies, with respect to the injury done to roads by fast and slow coaches, and the Prussian government have just ordered one to be constructed for them. It is the first instrument that has been practically used for ascertaining the best description of springs, of wheels, of axles and the mode of hanging carriages. It affords an absolute test of the superiority of one carriage above another. When you apply it to mail-coaches or stage-coaches, by running them with different weights and different velocities over level roads and roads with different rates of inclination, you can ascertain, beyond a doubt, the best carriages; that is, as far as regards draught.

Have you ever in this way tried different springs?—I have tried a stage-coach, but that was more with a view of ascertaining what the resistance upon a road was at different velocities and not with a view of ascertaining the best description of springs; I never had the means of applying it to different springs. It would perhaps require an outlay of from 200 *l.* to 300 *l.* to go through a series of experiments, such as I would recommend to the country; the same wheels and the same axles should be used and different springs should be applied to them, otherwise there might be a difference in the friction of the axles and no true result could be gained.

Has there not been some publication by Mr. Edgeworth upon the subject of springs?—Yes, but these experiments were made by models only, and were so small that no practical result

result could be had from them. The French mathematicians have come to the same conclusion, that no practical result can be had from some of the models. He used them in a room on a platform, upon which was placed small slips of wood of about half or a quarter of an inch in thickness, and when he had made this artificial road a carriage was drawn over it by a weight suspended over a pulley. The time of action seldom exceeded nine or ten seconds of time; the result that he came to was to a certain extent satisfactory, for it proved that by using springs one-fifth of the power was gained. The best practical experiment that Mr. Edgeworth tried upon carriages was this: he had a small carriage made, and upon the top of the forepart of this carriage there was placed a wheel, working horizontally; when two carriages were to be compared a line was brought from the forepart of one of those carriages, it was passed round this wheel and attached to the other carriage, which was placed alongside the other carriage, the three carriages were then put in motion by drawing the front one on which the wheel was placed, the other two were drawn after it by the line before mentioned; the carriage that was easiest to move advanced upon the others; that was a tolerably good mode of practically proving the superiority of one carriage over another, but it does not give an absolute proof, for one thing that affects it very much is, that it is impossible to get a piece of ground precisely the same in all places, for instance, the carriage running on one side of the road might run upon a better piece of ground than the other carriage running on a different part of the road, and therefore what might be taken as an improved construction of carriage might easily arise from the superiority of the surface of the road over which it had travelled.

Has not Mr. Davies Gilbert written a work upon the same subject?—At the time that Sir John Sinclair was chairman of the Committee upon Highways, which I believe was in the year 1816, Mr. Gilbert sent the Committee a paper, which has also been published in the Transactions; it is a short but very clever paper; it has also been published in the Report of the Select Committee on Steam-carriages. The principle was to show the advantage of the use of springs, and that the weight which was in the body of the carriage was allowed to keep an horizontal position whilst the carriage-frame and wheels passed over any obstacle.

As a matter of observation, is it not found that horses derive great benefit from a good system of springs being applied to the carriages which they draw?—It is quite notorious; every person acknowledges the benefit arising from springs, but what that benefit is is not clearly ascertained, nor is it ascertained what description of springs produce the greatest benefits.

Do springs produce any other effect than merely by diminishing the labour in getting a carriage over an obstacle?—Yes; they produce ease to travellers, and cause carriages to last much longer than they would without them; a coal-waggon or cart drawn at the rate of mail-coaches would not last a month. I have heard coach-drivers say, "this carriage is quite alive," "this carriage runs dead," "this carriage rolls too much;" all these observations arise entirely from the mode of hanging the carriage. They were not aware of the cause but they saw the effect of it; they say, in many cases, the horses pull a carriage with more ease when a certain load was laid upon it than when quite empty.

What do you think of a lateral spring?—It is of little use in the present state of the roads.

Not in assisting the draught?—I think it is of little importance, and if it allows any longitudinal action it is against it, because, as I before stated, it loses the momentum that is in the body of the carriage, the spring yields with it and does not assist the carriage over any obstacle; the horses have to overcome this last momentum in the next step or two which they make. That is one of the objections to the C spring. It is not known at present whether a spring that might be exceedingly beneficial and useful in a carriage going six or eight miles an hour would be the proper spring for a mail-coach going at the rate of 10 miles an hour; that is a point certainly not known.

The greater the velocity the more the spring acts, does it not?—Yes, it depends on the velocity and state of the road.

What were the springs which you saw in the mail-coaches the other day in St. James's-square?—The mail-coaches, with the exception of the Irish mail-coach, had telegraph springs; the Irish coach had an eliptic spring without a perch.

What is your opinion of the springs at present in use for the mail-coaches?—As far as opinion goes, I think they are of a proper description, but too short; I think they might be much longer; it would be easier for the passengers.

But if they were much longer, though they would be much easier for the passengers, would they not be more liable to accidents with them?—The spring should be proportionate in thickness to its length, and the weight it has to support; the additional weight of the spring would be a mere trifle; they have six leaves in the springs I saw the other day.

From what you have already stated, you think the telegraph spring would be the best to be used in the construction of mail-coaches, only that it should be longer; what length do you conceive they ought to be?—I did not measure the springs that I saw the other day, but it struck me they might be made longer with perfect ease. I see no objection at all to it; it is not at all impossible but that a different description of spring altogether, such as I have seen in London on an omnibus, an arrangement of three grasshopper springs, running the whole length of the side, with one in the middle resting upon two others, might be found to answer well. It strikes me that it is a good arrangement; there can be no difficulty, that I can see, in applying them to carriages; but still it is a point that can only be determined by actual experiment, whether they would prove a good thing or not. In the telegraph spring, as used in those coaches which I saw the other day, there are four distinct

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distinct springs, four behind and four before. In the springs that I speak of to the omnibus, there were three on each side, and one in front, and one behind, making up eight as in the other case; but there seems to be an advantage in having them much longer; I should think that the springs upon the omnibus I speak of were perhaps half as long again as those upon the coach.

But could you apply the omnibus springs to a carriage that has a perch?—I should think they might; I do not see any great difficulty.

Do you think there would be any objection to the adaptation of C springs, provided care was taken that they were of sufficient strength?—I do not think that there would be any practical objection, because gentlemen's carriages mounted on such springs run upon many parts of the Holyhead road quite as fast as mail-coaches.

Do you conceive that the weight that is borne by those gentlemen's carriages to which you allude is at all to be compared with that which is carried by mail-coaches?—I have heard persons who horsed the Holyhead mail, and also keep post horses, repeatedly say that gentlemen's carriages often weigh much more than mail-coaches, or any stage-carriages. The persons who said so are in the habit of horsing both, supplying horses for gentlemen's carriages, and also running horses in the mail.

Would a mail-coach suspended upon C springs be much easier than suspended upon any other sort of springs?—I should think it would be much easier to the passengers. I have no doubt of that; but I should not be prepared to say it would be easier for the horses without trying the experiment.

A C spring gives a lateral motion, does it not?—Yes, it allows a lateral motion to the body of the carriage.

And a lateral motion increases the draught, makes it more difficult?—Yes, I think so; but there may be other advantages arising from greater elasticity which may in some measure counterbalance that, and it is only by the experiment of a carriage going with velocity that that could be determined; it could be very easily tested. I think it is probable that a combination of the telegraph spring with the C spring would produce an easier carriage than any that has yet been made.

What, to put one spring upon another, or to have them both?—I think there is too much weight at present thrown upon the fore-wheels of the mail-coach; if there was less weight, I think it would be better, perhaps, in proportion to the diameter of the wheels; and there is no reason if the front part of the carriage was upon telegraph springs that the hind part of the carriage should not be upon C springs. You might get more ease, with equal rigidity, in a longitudinal position; if a C spring was so braced as to prevent a longitudinal motion, it is the easiest spring that can be made.

What springs do they use in general in steam-carriages on railroads?—Grasshopper springs and eliptical springs, both.

Are those found to be sufficiently easy for the passengers?—No, they are not easy; they are very short indeed and very rigid, and instead of having six leaves, I dare say they have eight or ten, on account of the weight they have to carry; they are so rigid, that I think upon a common road they would be almost as uneasy as a common waggon, but you do not perceive it so much upon a railway.

A principal point to be attended to is as to the wheels in the construction of mail-coaches?—The great point to be attended to in the wheels is that they should be as large as possible, consistent with the work they have to perform; a wheel may be made too heavy by being made too large; but there is a certain point which should be attended to, as well as the width of the tire and the diameter of the wheel, that is, to proportion the wheel to the diameter and length of the axle; the axle should be made sufficiently strong to bear the greatest possible weight that is ever likely to come upon it.

Can you, in reference to the probable weight of a mail-coach, state what ought to be the size and construction of the wheels?—The only mode of ascertaining that, without going into experiments, is by comparing it with the best description of carriages that I have seen running; and as far as my opinion goes, I have measured these carriages, but I have not the paper about me now. I could give you the calculations by to-morrow morning.

Have you any practical suggestion to add with regard to the wheels?—As far as I could judge of the mail-coaches I saw the other day there was no practical defect; but whether the wheels are precisely what they ought to be I cannot say; no practical defect occurred to me, except in the Irish carriage, and I think that very bad indeed, compared with the others.

Do you think there is any advantage in wheels being dished?—Yes, I think they may be dished to a very slight extent; but it does not follow because they are dished that they should be conical wheels.

Did you see three coaches in St. James's-square the other day which were built by Messrs. Williams and Wright?—I saw four altogether. I think there were three very similar; and there was one which was a lower carriage, of a blueish colour, which I particularly observed, but do not know by whom it was built.

Of the carriages which you saw there, which, in your opinion, would make the best mail-coach?—As far as I had an opportunity of judging, I should say the blue coach was decidedly the best.

For what reason?—It was lower; by the mode of hanging, the centre of gravity was thrown more upon the hind-wheels than in the others. If that coach was laden, a greater portion of the weight would be thrown upon the hind-wheels than of any of the others; the workmanship of the wheels was excellent; I have not seen better workmanship, as far as I could judge of it, anywhere; the wheels appeared to me to be very truly formed; I had no no means of judging what the axletree was, or how it was formed; a great deal depends upon the axletree; it is of great consequence, and they are very expensive things to make well; but whether they were better or worse than the others I had no opportunity of seeing because it would require the wheels to be taken off.

Of all the common axles now made, which do you recommend for mail-coaches? —I do not think there would be any objection to Collinge's axle; if properly made, I look upon it as the best.

You think it would be better for our purpose than the old mail axles?—I think much better.

Is it a more expensive axle?—I believe it is.

Do you know whether the expense would be a very considerable difference?—It cannot be much, if any; I have known axles to run 1,800 miles without requiring oil. They were axles of his construction.

And is it now so well constructed that it can be repaired in case of accidents occurring? —I see no practical difficulty to repairing Collinge's wheel and axle as quick as any other patent axletree.

Was that Collinge's axle that we saw on Williams's mail?—I do not know, for I had no opportunity of seeing the wheels; I could not tell without they were taken off.

When did you invent your machine for trying the draught of carriages?—About four years ago.

Will you describe it?—There is a dinometer or spring balance weight, which acts by pulling out an arm; the power that is exerted upon the end of that arm in pulling it out is registered on a dial by means of a rack, which works on a wheel, and turns a vertical axis, upon the top of which there is a hand or index similar to the dial of a clock. When the lever is pulled out the index turns round, and shows the number of pounds exerted upon it. When it was first applied to coaches, the vibration was so great that the hands revolved between 5 lbs. and 30 lbs.; that is to say, you could not tell whether it was 5 lbs. or 30 lbs. that the horses executed; for every step they took gave an impulse or blow upon the spring, and caused it to vibrate violently, for the horses do not act by a constant pull. It is a succession of blows or impulses from the shoulder, all of which strike against the spring; and you could not ascertain precisely what it was, but by applying a cylinder with a piston, working in oil, so that the vibrations were checked. It was so arranged, that if you struck the end of the arm with a force of 100 lbs. it would not make the hand vibrate at all; but if you were to allow a pound of weight to act for two or three seconds upon the arm, it would bring the hand perceptibly round, so that the machine would measure and show you the aggregate of the number of impulses taken by the horses at every three or four yards in length.

And you can affix this machine to any carriage?—It can be affixed to any carriage, and it will show you what is really the best description of carriage that can be used; by a series of experiments, altering the wheels, altering the axle, and altering the springs, you can ascertain exactly what would be the best carriage. Another thing to which I think it is applicable, to a great extent, is to show the actual power or weight required to work a mail-coach upon different lines of road; for instance, from here to Birmingham; it would tell you exactly how many pounds weight would be required to work the mail; it will also show you in the same way in any other line of road; it would also show you whether any alteration had taken place in the surface of that road between any different periods; for instance, supposing it took 1,000,000 lbs. this year to work a mail-coach between London and Birmingham, and from any cause, of neglect of the surveyors or otherwise, that next year, or 10 years afterwards, the instrument was run over the same line, and it was found to take a million and a half pounds, it might then be fairly assumed that three horses would not do the work that two had done before, and it would also show at what particular parts of the road that deterioration or neglect had taken place and existed, or where it was improved.

Could you apply that machine to the different coaches in order to see which is the easiest for the horses?—Yes, quite easily; I think that it might, as far as that went, be applied to three or four carriages in two days; but to ascertain the best description of carriage, with reference to spring, wheels, &c., will probably take the space of two months, because of the different alterations that would have to be made in the arrangement of the springs, &c., but in the simple process of comparing one or two carriages, that may be done in a day or two.

You observed one carriage the other day which had no perch?—Yes.

With reference to the construction of mail-carriages, do you conceive it would be advisable that they should be constructed without a perch?—No, I think a mail-carriage should have a perch.

For what reason?—To prevent the lateral motion which must take place between the hind and the fore-wheels; without some connexion of that sort, otherwise it depends entirely upon the fixture of the eliptical spring at its centre. To do this effectually requires very excellent work to produce anything like permanency; the springs will always have a tendency to droop and bend. That description of spring is simple, cheap and elastic, and very light, but the mechanical arrangement is bad for heavy coaches; it may do very well for light phaetons; the draught of the carriage acts upon these springs obliquely, and allows longitudinal motion; besides, they must be made exceedingly strong and heavy at the fastenings, and I think they are more liable to accidents than the telegraph spring. I should much prefer travelling upon one of the other carriages, as far as regards safety.

In regard to locking of the wheel, did you think that the coach built by Williams had a sufficient lock?—It had a very small one indeed; I observed it was exceedingly small.

Do

Do you think that they would not be attended with danger?—No; I should not think that it would be practically attended with danger; I did observe it; it struck me as having the smallest locking motion I had ever seen, but I do not think it was much different from some of the others; I did not like to measure it without having authority to do so, as I thought it might be officious on my part.

[The Witness withdrew.

Appendix, No. 4.

DESCRIPTION of Mr. *Macneill's* DYNAMOMETER, or Instrument for ascertaining the Draught of Carriages, and the Resistance of Roads, &c.

The frame-work is of wrought iron, about 2 ft. 6 in. long, and 18 in. wide. In this frame a dynamometer and brass cylinder are placed: the dynamometer is connected by its arm to one side of the frame, and the cylinder is secured in the frame by trunnions, which are cast on it, and which turn in a circular hoop or belt, firmly screwed to one side of the frame, and a bar running across it. The dynamometer, or weighing machine, which forms part of the instrument, was introduced some years ago by Mr. Marriott; and as it is now so generally used in mail-coach and other offices, instead of the common steel-yard or scales requiring weights, it is needless to describe it. On my applying the weighing machine, in its simple form, to measure the draught of carriages, I found that the index vibrated so quickly, and over so large an arc of the circle, that it was impossible to observe the point indicating the force of draught; for a horse exerts his power by a succession of impulses or strokes of his shoulders against the collar at every step he makes, and not by a constant uniform pull, as is generally supposed. To remedy this inconvenience, and do away with the vibrations, I applied a piston working full of oil, and connected with the dynamometer in such a manner that when any power or force is applied to it, so as to carry round the index, the piston is at the same time moved through the fluid; the connexion of the dynamometer with the cylinder is by means of a lever working on a pivot; the arms of the lever are of unequal length; the tail-piece of the dynamometer is connected with the short arm, at a distance of two inches from the centre or fulcrum, by means of a pivot joint, at precisely the same distance from the fulcrum, A flat bar of iron is connected with the longer arm, by a joint similar to that by which the tail-piece is connected with the short arm, so that any power or weight applied to the bar will produce the same effect on the index as if the power was applied directly to the tail-piece of the dynamometer; this bar passes over a fricton roller, and to it the power of the horses is applied when in use, by means of traces and a bar, as in ordinary mode of draught. At the extremity of the long arm, the piston rod is connected by a joint similar to the others; the piston rod, after passing through a stuffing box in the cap of the cylinder, is screwed into a piston or circular plate of thin brass, perforated with small holes, and out of one part of the circumference a square notch is cut, the use of which will be hereafter described.

By this construction, the resistance of the fluid to the piston, which acts at the extremity of the long arm of the lever, prevents its turning round the fulcrum to the extent it otherwise would do when it is acted upon by any sudden impulse applied to the bar; it will, however, move over a space proportional to the intensity of the force applied, and if the pulls follow each other in rapid succession, the piston will move slowly out, and the index will turn round steadily and uniformly until the power is balanced by the spring of the dynamometer, at which time the index will point out on the dial very nearly the weight or power which is equivalent to the draught.

The divisions on the plate of the dynomometer decrease from zero upwards, in order to compensate for the increased force which the spring exerts in proportion as it is wound up; in consequence of this the index does not pass over equal spaces when equal forces are applied in different states of tension of the spring; the piston, therefore, will not pass through equal spaces in the cylinder, and the vibrations would consequently be greater in the highest numbers, because the velocity of the piston being less, its resistance through the fluid will be less, at the same time the power opposed to it is greater; to obviate this, and make the index equally steady on all its parts of the dial, a narrow slip of brass, formed into an inclined plane, is soldered to the inside of the cylinder, parallel to its axis, the largest part being at that end of the cylinder towards which the piston rises when the index moves towards the greatest power.

The notch which was before mentioned as cut in the side of the piston, exactly corresponds in size with the largest part of the inclined plane, so that when the piston is at the upper end of the cylinder, the notch is completely filled up by the inclined plane; on the contrary, when the piston is at the lower end of this cylinder, the notch is open: by this contrivance the aperture through which the fluid is obliged to pass to the piston moves from the lower end of the cylinder to the higher, is gradually contracted, and of course the resistance of the piston through the fluid gradually increases, and compensates the increased power of the spring, rendering the vibrations nearly uniform from the lowest to the highest power. This compensation is analogous to that by which the fusee regulates and gives uniform power to the main spring of a watch.

MAIL COACH CONTRACTS.

COPY of a further REPORT, dated 13th August 1835, made by the COMMISSIONERS appointed to inquire into the POST OFFICE DEPARTMENT, on the Subject of the MAIL COACH CONTRACTS.

(*Mr. Labouchere.*)

Ordered, by The House of Commons, *to be Printed,*
19 *August* 1835.

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MAIL COACHES: POST OFFICE.

RETURNS to further Orders of the Honourable The House of Commons,
dated 31 March 1835;—*for*,

— (1.) —

MAIL COACHES.

A RETURN, in detail, of the Amount paid to the CONTRACTOR or CONTRACTORS for furnishing MAIL COACHES in the United Kingdom; distinguishing the Number in use in *England*, *Ireland* and *Scotland*, in so far as this can be done; —Also, in detail, the Duration, Nature and Amount of the Contracts, and the Name of the Contractors, and whether by open Tender or limited Tender; stating the Limits, if any, and when the said Contract or Contracts were last entered into and expire, and the Rate or Rates of Contracts; the said Returns to be for the last Ten Years, ending with 1st January 1835.

— (2.) —

POST OFFICE.

A RETURN, in detail, of the whole Amount of POUNDAGE charged by POSTMASTERS in *Great Britain* and *Ireland* upon POST-OFFICE MONEY ORDERS; stating the purpose or purposes the said Poundage is applied to, and the Amount Paid in *London*, *Dublin* and *Edinburgh*; also, the Sums Total Paid in *England*, *Ireland* and *Scotland*, in each of the last Three Years, ending 1st January 1835, and distinguishing the same.

(*Mr. Wallace.*)

Ordered, by The House of Commons, *to be Printed*,
20 & 29 *July* 1835.

401.

—(1.)—

MAIL COACHES.

A RETURN, in detail, of the Amount Paid to the Contractor for furnishing Mail Coaches in *England* and *Scotland*; distinguishing the Number likewise in use in *England* and *Scotland*, for Ten Years, from 1st January 1825 to the 31st December 1834.

YEARS.	Actual Receipts for ENGLAND.			Actual Receipts for SCOTLAND.			The Number of Mail Coaches in use in England.	The Number of Mail Coaches in use in Scotland.
	£.	s.	d.	£.	s.	d.		
1825 - - - -	30,347	10	4½	3,464	9	4	251	29
1826 - - - -	30,477	11	2	3,474	7	1	251	29
1827 - - - -	30,825	14	9	3,474	7	1	251	29
1828 - - - -	31,430	–	–⅛	3,474	7	1	251	29
1829 - - - -	29,708	2	–¼	3,530	19	9¾	251	31
1830 - - - -	28,761	14	–½	3,441	5	11¾	251	31
1831 - - - -	28,275	9	10	3,367	18	1	251	29
1832 - - - -	27,986	13	6¼	3,367	18	1	251	29
1833 - - - -	28,247	11	8¾	3,367	18	1	256	29
1834 - - - -	29,081	13	7½	3,367	18	1	261	29

This Return has been prepared by the Contractor.

—(2.)—

POST OFFICE.

RETURN, in detail, of the whole Amount of Poundage charged by Postmasters in *Great Britain* and *Ireland* upon Post-Office Money Orders, stating the purpose or purposes the said Poundage is applied to, and the Amount paid in *London, Dublin* and *Edinburgh*; also, the Sum Total paid in *England, Ireland* and *Scotland,* in each of the last Three Years, ending the 5th January 1835, and distinguishing the same.

	1833.			1834.			5 Jan. 1835.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Charged by Postmasters in Great Britain	2,348	4	8	2,265	1	9	2,237	7	1
— Ireland -	210	9	2	238	6	2	228	6	6
— London -	499	18	8	458	18	4	461	7	6
— Edinburgh -	57	4	10	57	14	8	53	3	6
— Scotland -	129	16	6	106	14	11	129	12	–
Total - - £.	3,245	13	10	3,126	15	10	3,109	16	7

Application of the Poundage.

The rate of poundage is 8*d.* in the pound. On orders to and from London, 6*d.* goes to the Proprietors, with the exception of Dublin, where 3*d.* in the pound is allowed for orders paid, and 4*d.* in the pound for orders issued. From one town to another in the country the poundage is 8*d.*, 3*d.* of which is allowed to each of the two Postmasters, and 2*d.* comes to the Proprietors.

	1833.			1834.			5 Jan. 1835.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Proportion to the Postmasters - - -	1,982	3	6	1,964	10	7	1,942	10	7
Proportion to the Proprietors - -	1,263	10	4	1,162	5	3	1,167	6	–

	£.	s.	d.
Out of the proportion paid to the Proprietors must be deducted the expenses, interest of capital and bad debts, leaving to be divided between them the net profit in the year, ended 5 January 1833 - - - - - -	460	7	4
— — — 1834 - - - - - -	450	18	6
— — — 1835 - - - - - -	520	–	–

This Account includes money orders between England and Ireland. For the Return of Money Orders between places within Ireland, *see* the next Account.

Money Order Office,
16 July 1835.

Daniel Stow.
R. Watts.

A RETURN, in detail, of the whole Amount of POUNDAGE charged by POSTMASTERS in *Ireland* upon POST-OFFICE MONEY ORDERS; stating the purposes the said Poundage is applied to, and the Amount paid in *Dublin*; also, the Total Sums in each of the last Three Years, ending 5th January 1835.

In Year ended	Gross Poundage.			Poundage Paid to Postmasters in Ireland.			Poundage Paid to Messrs. Stow & Co., Money Order Office, London.			Poundage received by Mr. T. O. Lees, Dublin.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
5 January 1833 -	748	16	1	43	19	11	105	4	9	599	11	5
— 1834 -	770	2	3	49	4	10	118	19	9	591	17	8
— 1835 -	791	3	3	56	7	5	114	1	11	620	13	11

From the Amount received by Mr. T. O. Lees must be deducted the expenses generally. The net profit in the last year was 464 *l.* 18 *s.*

Money Order Office, Dublin,
21 July 1835.

(signed) *T. O. Lees.*

RETURNS

RELATING TO

MAIL COACHES, AND POST OFFICE MONEY ORDERS.

(Mr. Wallace.)

Ordered by The House of Commons, *to be Printed,*
20 & 29 *July* 1835.

401.

POST OFFICE.

RETURN to several Orders of the Honourable The House of Commons, dated 10 August 1835;—*for*,

—(1.)—

A RETURN showing the AMOUNT of MONIES claimed or received by *Mr. George Louis*, late Post-office Surveyor of the Western District of *England*, and now Superintendent of Mail-coaches, being the Amount of the SALARIES or ALLOWANCES of Deputy Postmasters or Mistresses, within the aforesaid District, which accrued during the Vacancies which occurred in Post-offices within the same, in the Five Years ending 5 January 1835; with the Names of the Places where Vacancies occurred, the Fund from whence the Monies claimed or received were paid, the Periods they were claimed for or paid; also the Duties and Amounts in each Case, with the Authority under which the said Mr. *George Louis* claimed or was paid the aforesaid Monies, and the Names of the Persons appointed to fill the Vacancies, the Salaries appertaining to which were applied as above.

—(2.)—

A RETURN of the Amount and Disposal of the SALARY and EMOLUMENTS appertaining to the Office of the DEPUTY POSTMASTER-GENERAL of *Jamaica*, as the same appears in the Accounts of the General Post-office here, and those of the Commissioners for auditing Public Accounts in *London*, from 5 October 1832, until Lord *Sussex Lennox* was appointed to the aforesaid Office, with the Date of the said Appointment; also any interim or temporary Appointment to the said Office previous to the Appointment of Lord *Sussex Lennox*, so far as relates to the Accounts of the General Post-office.

(*Mr. Wallace.*)

Ordered, by The House of Commons, *to be Printed,*
18 *August* 1835.

—(1.)—

A RETURN showing the Amount of Monies claimed or received by Mr. *George Louis*, late Post-Office Surveyor of the Western District of *England*, and now Superintendent of Mail-coaches, being the Amount of the SALARIES or ALLOWANCES of Deputy Postmasters or Mistresses, within the aforesaid District, which accrued during the Vacancies which occurred in Post-Offices within the same, in the Five Years ending 5 January 1835; with the Names of the Places where Vacancies occurred, the Fund from whence the Monies claimed or received were paid, the periods they were claimed for or paid; also the Dates and Amounts in each case, with the Authority under which the said Mr. *George Louis* claimed or was paid the aforesaid Monies, and the Names of the Persons appointed to fill the Vacancies, the Salaries appertaining to which were applied as above.

Names of Places where Vacancies occurred.	DATES.	Amount of Salary and Allowances claimed or received by Mr. George Louis.	The Fund from whence the Monies claimed or received were paid.	The Periods they were claimed for or paid.	Authority.	Names of Persons appointed to fill the Vacancies.
		£. s. d.				
Trowbridge - -	- - Mrs. Elizabeth Ball, died 18 January 1830; her niece, Ann Ball, appointed 30 January 1830, and in charge of the office the whole time.	- Nil -	- - -	- - - -	- - -	Ann Ball.
Plympton - -	- - Mrs. Elizabeth Eveleigh, died 21 February 1831; Mr. John Duly appointed 28 March 1831, and took immediate possession; an officer from Devonport in charge of the office during the interim.	- Nil -	- - -	- - - -	- - -	John Duly.
Crediton - -	- - Mr. Stephen Spurr, died 16 April 1831; Francis Shute appointed 25 April 1831, and took possession immediately. A clerk from Exeter in charge of the office during the interim.	- Nil -	- - -	- - - -	- - -	Francis Shute.
Plympton - -	- - Mr. John Duly, died 24 Aug. 1831; his widow, Tabitha Duly, appointed 26 August 1831, and in charge of the office the whole time.	- Nil -	- - -	- - - -	- - -	Tabitha Duly.
Chard - -	- - Mr. Charles Tucker, resigned 15 October 1831; his nephew, John Thoms, appointed 22 October 1831, and in charge of the office the whole time.	- Nil -	- - -	- - - -	- - -	John Thoms.
Cullompton -	- - Mrs. Elizabeth Pannel, died 5 December 1831; her sister, Jennifer Pannel, appointed 23 December 1831, and in charge of the office the whole time.	- Nil -	- - -	- - - -	- - -	Jennifer Pannel.
Bristol - -	- - Mr. John Gardiner, dismissed 21 February 1832; Mr. Thomas Todd Walton appointed 22 February 1832, and took immediate possession.	- Nil -	- - -	- - - -	- - -	Thomas Todd Walton.
Chudleigh -	- - Mrs. Susan Rose, dismissed 25 June 1832; Mr. John Petherick appointed 23 July 1832, and took immediate possession. Mr. Louis responsible from 26 June to 23 July, both days inclusive.	3 3 9	Revenue*	- - From 26 June to 23 July 1832, both days inclusive.	Postm^{r}-Gen^{l}	John Petherick.
Barnstaple -	- - Mr. Richard Jones, died 31 July 1832; his daughter, Elizabeth Day Jones, appointed 6 August 1832, and in charge of the office the whole time.	- Nil -	- - -	- - - -	- - -	Elizabeth Day Jones.
Pewsey - -	- - Mr. Robert Winter, dismissed 23 August 1832; Mr. Frederick Gilmore M‘Tier appointed 18 September 1832, and took immediate possession. Mr. Louis responsible from 24 August to 18 September, both days inclusive.	1 12 6	Revenue*	- - From 24 Aug. to 18 September 1832, both days inclusive.	Postm^{r}-Gen^{l}	Frederick Gilmore M‘Tier.
Bath - -	- - Mr. John Maule, died 5 October 1832. Mr. William Jekyll Anstey appointed 18 October 1832, but did not take charge or become responsible till 6 November 1832. Mr. Louis responsible from 5 October to November 5 both days inclusive.	33 19 5	Revenue	- - From 6 Oct. to 5 November 1832, both days inclusive, Mr. Anstey not being responsible till 6 November.	Postm^{r}-Gen^{l}	William Jekyll Anstey.

Names of Places where Vacancies occurred.	DATES.	Amount of Salary and Allowances claimed or received by Mr. George Louis.	The Fund from whence the Monies claimed or received were paid.	The Periods they were claimed for or paid.	Authority.	Names of Persons appointed to fill the Vacancies.
		£. s. d.				
Exmouth - -	- - Mrs. Mary Martin Wyer, died 9 April 1833; her sister Mrs. Elizabeth Wyer appointed 22 April 1833, and in charge of the office the whole time.	- Nil -	- - -	- - - -	- - -	Elizabeth Wyer.
Plymouth - -	- - Mrs. Mary Rivers, died 16 September 1833. Mr. Charles Markes appointed 1 October 1833; did not become responsible till 6 October. Mr. Louis responsible from 17 September to 5 October, both days inclusive.	7 16 2	Revenue	- - From 17 September to 5 October 1833, both days inclusive, Mr. Markes not being responsible till 6 October.	Postmr-Genl	Charles Markes.
Bath - - -	- - Mr. William Jekyll Anstey, dismissed 9 November 1833. Mr. Thomas Moore Musgrave appointed 29 November 1833. The present western surveyor in charge of the office till Mr. Musgrave took possession.	- Nil -	- - -	- - - -	- - -	Thomas Moore Musgrave.
Ashburton -	- - Mr. William Lloyd, resigned 11 December 1833. Mr. Samuel Porgate Knowles appointed 18 December 1833, and took immediate possession. Mr. Lloyd in charge during the interim.	- Nil -	- - -	- - - -	- - -	Samuel Porgate Knowles.
Hindon - -	- - Mrs. Christian Norton, resigned 15 March 1833. Mr. Thomas Harrison appointed 15 March 1833, and took immediate possession.	- Nil -	- - -	- - - -	- - -	Thomas Harrison.
Southmolton -	- - Mrs. Ann Tapps, dismissed 7 April 1834. Mr. John Thomas appointed 2 June 1834, and took immediate possession. A clerk from Exeter in charge of the office during the interim.	- Nil -	- - -	- - - -	- - -	John Thomas.

N. B.—The Order is for a Return of “Salaries and Allowances” of Deputy Postmasters or Mistresses, which are given as above. In the event of its being intended to include the amount of Salaries, Allowances, Fees, Perquisites, and Emoluments, the following will be the result, after deductions for Rent of Offices, Taxes, &c. are made. It includes, in fact, the total Profits and Advantages of all kinds derived from the above source by Mr. George Louis, during the Five Years in question.

Names of Places where Vacancies occurred.	Amount of Salary and Allowances as above stated.	The Fund from whence the Monies claimed or received were paid, as stated above.	Perquisites, Fees, and Emoluments.	The source from whence these Perquisites, Fees, and Emoluments arise.	TOTAL.
	£. s. d.		£. s. d.		£. s. d.
Chudleigh - - - - - -	3 9 3	Revenue	– 6 9	After time letters. Town penny letters.	3 16 –
Bath - - - - - - -	33 19 5	- ditto -	8 14 5		42 13 10
Plymouth - - - - - -	7 16 2	- ditto -	6 8 4		14 4 6
Pewsey - - - - - - -	1 12 6	- ditto -	- - -	- - - -	1 12 6
					62 6 10
* To be deducted for Rent of Offices at Chudleigh and Pewsey during the seven weeks and five days Mr. Louis was in charge of those offices - - - - - - - - - -					3 – 6
The outgoings for Rent, &c. in the cases of Bath and Plymouth, already deducted from the Perquisites and Emoluments.					
					59 6 4
Average Profits and Advantages for each Year - - £.					11 17 3½

13 August 1835. *George Louis.*

—(3.)—

A RETURN of the Amount and Disposal of the SALARY and EMOLUMENTS appertaining to the Office of the DEPUTY POSTMASTER GENERAL of *Jamaica*, as the same appears in the Accounts of the General Post-Office here, and those of the Commissioners for auditing Public Accounts in *London*, from 5 October 1832, until Lord *Sussex Lennox* was appointed to the aforesaid Office, with the Date of the said Appointment; also any interim or temporary Appointment to the said Office previous to the Appointment of Lord *Sussex Lennox*, so far as relates to the Accounts of the General Post-Office.

DATE.	Amount of Salary or Allowances, as the same appears in the Accounts. £. s. d.	DISPOSAL.
From 6 October to 17 October 1832.	18 12 8 sterling.	- - Credited to William Jekyll Anstey, Deputy Postmaster General in Account Current.
From 17 October 1832 to 22 February 1834.	743 3 1 sterling.	- - Claimed by Mr. Anstey, the Deputy Postmaster General, but disallowed by order of the Postmaster General, and carried to the Credit of the Post-Office Revenue.
From 22 February 1834 to 5 April 1834.	43 14 3 sterling.	- - Credited to Mr. John Wilson, Acting Deputy Postmaster General from 22 February 1834, the Date of his interim or temporary Appointment by the Governor, until 6 April 1834, from which date Lord Sussex Lennox became responsible.

The Emoluments do not form an Item in the Accounts.

Note.—The date of Lord Sussex Lennox's appointment is 8 February 1834.

General Post Office,
14 August 1835.

C. T. Court,
Accountant-General.

POST OFFICE.

ACCOUNT of MONEY claimed by *Mr. G. Louis*, as SALARIES and ALLOWANCES of VACANT DEPUTY POSTMASTERSHIPS;—also, SALARY and EMOLUMENTS of the DEPUTY POSTMASTER GENERAL of *Jamaica*.

(Mr. Wallace.)

Ordered, by The House of Commons, *to be Printed*,
18 *August* 1835.

541.

LIVERPOOL MAILS.

RETURN to an Order of The Honourable the House of Commons,
dated 16 July 1835;—*for*

A RETURN, showing the Number of MAILS passing daily between *London* and *Liverpool* and between *Liverpool* and *London*; stating the Hours of their Arrival and Departure, the Rate per Hour at which they travel in going from and in returning to *London*, Stoppages included; and whether the said Mails are conveyed in Mail Coaches or in other Carriages.

NUMBER of MAILS passing daily between LONDON and LIVERPOOL and LIVERPOOL and LONDON.	HOURS of ARRIVAL at LIVERPOOL.	HOURS of DEPARTURE from LIVERPOOL.	HOURS of ARRIVAL in LONDON.	HOURS of DEPARTURE from LONDON.	RATE per HOUR of TRAVELLING, going from London, Stoppages included.	RATE per HOUR of TRAVELLING from Liverpool to London, Stoppages included.	Whether conveyed by MAIL COACH or OTHER CARRIAGES.
One *via* Coventry and Knutsford	4 50 P.M.	10 30 P.M.	*9 30 P.M.	8 P.M.	9 miles 5 furlongs	* 8 miles 6 furlongs	By Mail Coach.
One† *via* Chester and Woodside	6 19 P.M.	8 15 A.M.	6 32 A.M.	8 P.M.	‡9 miles 1 furlong	† 9 miles 1 furlong	By Mail Coach.

* As regards the Mail to Liverpool *via* Knutsford, the rate of travelling, exclusive of Stoppages for Meals, but including those for changing Horses, is Nine Miles Seven Furlongs in the Hour. Negociations have been going on since May with the various Contractors, to induce them to perform the journey to London at the same rate of speed it is performed to Liverpool; and in a very short period the arrangement will be finally accomplished, when the arrival in London will be 7 P.M.

† Previous to the 5th inst. only one Mail Coach passed between London and Liverpool and Liverpool and London; subsequently to that period the Chester Mail has been extended to Woodside; therefore now there may be said to be two Mails passing between London and Liverpool and Liverpool and London.

‡ The Stoppages of the Mail *via* Chester, independently of those for changing Horses, amount to one hour and 15 minutes for Meals, sorting and ferryage at Woodside. The rate of travelling of this Mail, including Stoppages for changing Horses, but exclusive of those for Meals, &c. is Nine Miles and three quarters per hour the whole way, up and down.

25 July 1835.

Geo. Louis.

LIVERPOOL MAILS.

A RETURN of the Number of MAILS passing daily between *London* and *Liverpool* and between *Liverpool* and *London*.

(*Mr. Wallace.*)

Ordered, by The House of Commons, *to be Printed*
27 *July* 1835.

429.

POST OFFICE PACKETS.

RETURN to an Order of the Honourable The House of Commons,
dated 19 March 1835;—*for*,

A RETURN of the whole Number of VESSELS employed at present in the PACKET SERVICE, their Names, Tonnage and Employment, distinguishing Sailing from Steam Packets, and those under the orders of the Admiralty from those under the control of the Postmaster-General; also, the Names of the Masters or Commanders of these Packets, their Salaries, Allowances and Emoluments, so as to show their actual Annual Income, distinguishing those Commanders in each Department who are Officers in the Royal Navy, and showing whether employed in Sailing or Steam Packets; also, the Date at which the Officers of the Navy entered that Service.

(*Mr. Wallace.*)

Ordered, by The House of Commons, *to be Printed,*
1 *June* 1835.

A RETURN of the whole Number of VESSELS employed at present in the PACKET SERVICE, their Names, Tonnage and Employment, distinguishing Sailing from Steam Packets, and those under the orders of the Admiralty from those under the control of the Postmaster-General; also, the Names of the Masters or Commanders of these Packets, their Salaries, Allowances and Emoluments, so as to show their actual Annual Income, distinguishing those Commanders in each Department who are Officers in the Royal Navy, and showing whether employed in Sailing or Steam Packets; also, the Date at which the Officers of the Navy entered that Service.

(1.)—ADMIRALTY.

NAME.	Tonnage.	EMPLOYMENT.	COMMANDERS.	Whether in the Royal Navy.	SALARIES, Allowances and Emoluments.	DATE of First Appointment to the Packet Service.	DATES of Expiration of Service.
					£. s. d.		
Astræa - -	956	Stationary ship at Falmouth	Capt. A. King - -	R. N.	Pay, 600 1 6 Allowance, 365 — — - - Being an additional allowance of 1*l.* per diem on account of the expense he is put to in residing on shore.	1 July 1834.	—
SAILING VESSELS:					Pay.		
Eclipse - -	235	Employed in conveying mails from Falmouth to South America, North America, West Indies, Mexico, Havannah and Carthagena.	Lieut. W. Forrester	R. N.	149 18 2	22 Jan. 1834	—
Plover - -	237		— W. Downey -	R. N.	149 18 2	19 June 1828	—
Swallow - -	236		— S. Griffith -	R. N.	149 18 2	25 Nov. 1831	—
Goldfinch - -	237		— E. Collier -	R. N.	149 18 2	10 July 1832	—
Mutine - -	231		— R. Pawle - -	R. N.	149 18 2	30 Aug. 1826	—
Lapwing - -	228		— G. B. Forster -	R. N.	149 18 2	11 Nov. 1826	—
Pigeon - -	231		— J. Binney -	R. N.	149 18 2	3 Feb. 1829	—
Opossum - -	236		— R. Peter - -	R. N.	149 18 2	12 Nov. 1829	—
Lyra - - -	236		— J. St. John -	R. N.	149 18 2	10 April 1826	—
Renard - -	237		— G. Dunsford -	R. N.	149 18 2	20 June 1829	—
Briseis - -	231		— J. Downey -	R. N.	149 18 2	30 Mar. 1829	—
Reindeer - -	230		— H. P. Dichen -	R. N.	149 18 2	11 Jan. 1830	—
Nightingale -	208		— G. Fortescue -	R. N.	149 18 2	11 Mar. 1830	—
Skylark - -	235		— C. P. Ladd -	R. N.	149 18 2	5 Aug. 1831	—
Sheldrake - -	228		— A. R. L. Passingham	R. N.	149 18 2	4 July 1823	—
Spey - - -	231		— R. B. James -	R. N.	149 18 2	30 May 1829	—
Pandora - -	319		— W. P. Croke -	R. N.	149 18 2	7 April 1823	—
Tyrian - -	233		— E. Jennings -	R. N.	149 18 2	24 Nov. 1823	—
Seagull - -	279		— J. Parsons -	R. N.	149 18 2	6 June 1834	—
Cockatrice - -	182	Employed in conveying mails between Rio Janeiro & Buenos Ayres - -	— W. L. Rees	R. N.	149 18 2	19 Nov. 1829	—
Hornet - -	181		— F. R. Coghlan -	R. N.	149 18 2	10 July 1832	—
Nautilus - -	233	Employed in conveying mails to Lisbon - -	— W. Crooke -	R. N.	149 18 2	3 Jan. 1834	—
Scorpion - -	227		— N. Robilliard -	R. N.	149 18 2	9 Dec. 1833	—
Espoir - -	233		— C. W. Riley -	R. N.	149 18 2	9 Jan. 1834	—
Pike - - -	251		— A. Brooking -	R. N.	149 18 2	22 Nov. 1831	—

N. B.—The sum stated against each officer's name is the annual pay from the Government, but the emoluments are fluctuating, as they depend on the number of passengers conveyed and the amount of freight received for specie, and are not known to the Government.

NAME.	Tonnage.	EMPLOYMENT.	COMMANDERS.	Whether in the Royal Navy.	SALARIES, Allowances and Emoluments.	DATE of First Appointment to the Packet Service.	DATES of Expiration of Service.
STEAM VESSELS:							
Spitfire - -	553	Employed in conveying mails between Barbadoes, Jamaica & St. Thomas -	Lieut. A. Kennedy -	R. N.	149 18 2	4 June 1834	—
Flamer - -	496		— C. W. G. Griffin	R. N.	149 18 2	14 Sept. 1826	—
Firefly - -	550	Employed in conveying mails from Falmouth to Malta - - - -	— T. Baldock -	R. N.	149 18 2	13 Sept. 1834	—
Tartarus - -	523		— H. James - -	R. N.	149 18 2	27 Aug. 1834	—
African - -	295		— J. West - -	R. N.	149 18 2	4 June 1824	—
Blazer - -	527	Employed in conveying mails between Malta and Alexandria - - -	— J. Pearse - -	R. N.	149 18 2	17 Nov. 1834	—
Confiance - -	295	Employed in conveying mails between Malta and Corfu - - - -	— J. M. Waugh -	R. N.	149 18 2	19 April 1833	—

N. B.—The commanders of the steam vessels receive freight on specie, and also two-thirds of the money paid by passengers, but this Department has no means of stating if any or what proportion of the latter is to be considered as emolument.

NAME.	Tonnage.	EMPLOYMENT.	COMMANDERS.	Whether in the Royal Navy.	SALARIES, Allowances and Emoluments.	DATE of First Appointment to the Packet Service.	DATES of Expiration of Service.
HIRED VESSELS:							
Camden - -	191	Employed in conveying mails from Falmouth to West Indies, North and South America - -	Lieut. C. Tilley -	R. N.	Not in the pay of the Royal Navy -	18 Feb. 1834	1 Sept. 1837.
Duke of York -	191		— W. James -	R. N.		30 Oct. 1824	3 June 1835.
Lady Mary Pelham	201		— W. Leslie -	R. N.		7 Feb. 1826	24 April 1835.
Lord Melville -	230		— C. Webbe -	R. N.		1 April 1829	4 Nov. 1841.
Stanmer - -	212		Mr. R. S. Sutton -	- -		- - -	7 Oct. 1835.

N. B.—The hired vessels will be discontinued when their period of service expires, the exact date of which is stated against the name of each vessel respectively.

Admiralty,
27 March 1835.

H. F. Amedroz,
Chief Clerk.

(2.)—POST OFFICE

NAMES of VESSELS.	Tonnage.	Employment.	Sailing or Steam Packets.	NAMES of COMMANDERS.	SALARY.	ALLOWANCES.			Commission n the Navy,	Date of Appointment of Naval Officers.	—
					£.	£.	s.	d.			
Ferret	110	Dover	steam	Hamilton	500	301	4	5	- - -	- - - -	These allowances are in compensation for the loss of their profits on the abolition of Sailing Packets, and will not be continued to their successors.
Crusader	110	—	—	Lyne	400	301	4	5	- - -	- - - -	
Firefly	110	—	—	Sherlock	400	301	4	4	- - -	- - - -	
Salamander	110	—	—	Mudge	400	-	-	-	Lieutenant	28 December 1829.	
Arrow	155	—	—	Smithett	400	—			—	—	
Dragon	237	Holyhead	—	Duncan	500	-	-	-	Lieutenant	9 March 1825.	
Gulnare	306	—	—	Davis	500	-	-	-	Lieutenant	17 August 1825.	
Escape	237	—	—	Grey	400	—			—	—	
Wizard	237	—	—	Owen	400	-	-	-	Lieutenant	20 March 1831.	
Cinderella	234	—	—	Wadling	400	—			—	—	
Harlequin	234	—	—	Moon	400	—			—	—	
Etna	300	Liverpool	—	Emerson	400	560	14	—	Master	4 February 1825	From these allowances, which are at the rate of 2*s.* for each cabin passenger, the Commanders find cabin attendance, and keep up the stock of cabin stores.
Comet	300	—	—	Phillips	400	562	17	—	Lieutenant	4 February 1825	
Dolphin	327	—	—	Smithett	400	638	15	6	—	- - - -	
Thetis	(under repair)	—	—	Townley	400	363	8	—	Lieutenant	26 March 1825	
Richmond (Tender)	143	—	—	Sarsfield	104	-	-	-	Lieutenant	18 January 1828.	
Sybil	233	Milford	—	Roberts	300	-	-	-	Master	25 November 1818.	
Vixen	189	—	—	Evans	300	—			—	—	
Crocodile	237	—	—	Hallands	300	—			—	—	
Aladdin	230	—	—	Hammond	300	—			—	—	
Watersprite	162	Weymouth	—	White	280	—			—	—	
Ivanhoe	158	—	—	Comben	280	—			—	—	
Flamer	165	—	—	Liveing	280	—			—	—	
Fury	106	Port Patrick	—	Henry	250	-	-	-	Lieutenant	28 September 1829.	
Spitfire	106	—	—	Fayrer	250	-	-	-	Lieutenant	17 July 1831.	
Sovereign	205	in ordinary	—	—	—	—			—	—	

General Post-Office,
8 April 1835.

F. Freeling, Secretary.

POST OFFICE PACKETS.

RETURNS of the Number of Vessels in the Packet Service; with their Names, Tonnage and Employment.

(Mr. Wallace.)

Ordered, by The House of Commons, *to be Printed,*
1 *June* 1835.

251.

POST OFFICE TENDERS.

RETURNS to several Orders of the Honourable The House of Commons, dated 19 March 1835;—*for*,

— (1.) —

A RETURN of the Hire or Fees received in the Three Years preceding the 19th March 1835, by the *Richmond* Post Office Tender, stationed at *Liverpool* for tugging Merchant Vessels in the River *Mersey*; the said Return to show in detail the Dates and the Number of Times the said Tender has been employed each Year in tugging, with the Names and Tonnage of the Merchantmen, and the Distance they were tugged; also, the Sum charged for each Trip; also, the Horse-power and Tonnage of the *Richmond* Tender, with the Name of her Master or Commander, his Salary and Emoluments, or other Annual Income; also, the Number of Men employed in the said Tender, and their peculiar avocations, with the Annual Charge and whole Outlay by and for the said Tender; also, her prime Cost, and the nature and Amount of the Repairs which have been made in her in the said Three Years.

A similar RETURN for every other Post Office Tender.

— (2.) —

A RETURN of the Number of Ship Letters collected by His Majesty's Steam Tender from Vessels arriving at and off the Port of *Liverpool*, and delivered at the Post-office there, in each of the last Three Years; and the Amount of the Ship Letter Postage upon the same, as far as it can be made out.

— (1.) —

JONATHAN HULLS.

The *Jonathan Hulls* was employed as a Tender on the *Liverpool* station in 1832, and when she was sold the *St. Winifred* Steam Vessel was hired for that duty during 1833, and until the *Richmond* commenced service in February 1834.

				£.	s.	d.
February	1.	Received for towing	Caledonia from N. E. buoy to river -	6	–	–
–	27.	—	Caledonia and another ship from N. E. buoy to dock - - - - - -	8	–	–
–	28.	—	Hamilton from lightship to dock - -	10	–	–
March	20.	—	Waterloo from dock to dock - - -	10	–	–
–	23.	—	Great Britain from Spitbuoy to dock -	6	–	–
–	28.	—	Cordella from dock to N. W. buoy - -	8	–	–
April	30.	—	J. Welsh and Eleanor from dock to N. E. buoy - - - - - - -	14	–	–
May	20.	—	Higginson from dock to lightship - -	8	–	–
–	23.	—	Intrepid from dock to N. E. buoy - -	6	–	–
July	10.	—	Indes from N. E. buoy to river - -	6	–	–
–	15.	—	Tyrer from dock to rock - - - -	4	–	–
–	30.	—	John Jay from rock to lightship - -	6	–	–
–	31.	—	Kingstown from dock to rock - - -	4	–	–
August	18.	—	Matilda from dock to N. W. buoy - -	8	–	–
				104	–	–
			Deduct Pilot's Commission - - - -	6	6	6
			£.	98	13	6

	£.	s.	d.
Jonathan Hulls Purchase-money - - - - - - - - - -	3,700	–	–
Wear and Tear, including Wages and every outlay in the year 1832 - -	1,015	1	2

92 Tons burthen; 50 horses power.

ST. WINIFRED, Hired Vessel, at the rate of 21 guineas per Week.

				£.	s.	d.
April	15.	Received for towing	Martha from dock to river - - -	2	–	–
–	18.	—	John Jay from dock to lightship - -	10	–	–
–	23.	—	Ellen from lightship to dock - - -	8	–	–
–	27.	—	Calcutta from dock to lightship - -	10	–	–
May	5.	—	Hamilton from dock to lightship - -	10	–	–
–	10.	—	Essex from dock to lightship - - -	10	–	–
–	15.	—	Calcutta from dock to lightship - -	10	–	–
–	31.	—	Roscoe from dock to N. W. buoy - -	8	–	–
June	16.	—	Barton from dock to rock - - -	4	4	–
August	29.	—	Zante from dock to sea - - - -	15	–	–
Sept.	1.	—	Frances from dock to sea - - -	15	–	–
–	2.	—	Ship from dock to lightship - - -	10	–	–
–	10.	—	Caledonia from lightship to dock - -	10	–	–
–	18.	—	Zante from lightship to N. E. buoy -	5	–	–
–	20.	—	Frances from dock to lightship - -	10	–	–
–	27.	—	Hudibras from rock to lightship - -	5	–	–
–	30.	—	Caledonia from rock to lightship - -	10	–	–
				152	4	–
			Deduct Pilot's Commission - - - - -	8	4	–
			£.	144	–	–

125 Tons burthen; 50 horses power.

RICHMOND.

				£.	s.	d.
February	12.	Received for towing	John Brooks from dock to lightship -	10	–	–
–	12.	—	Sarah Birkett from dock to lightship -	10	–	–
–	12.	—	Fairy Queen from dock to lightship -	10	–	–
April -	6.	—	Barton from dock to N. E. buoy - -	7	–	–
– -	7.	—	Minerva from dock to N. E. buoy -	7	10	–
– -	20.	—	Cordella from Ormshed to dock - -	20	–	–
– -	23.	—	Comalla from N. E. buoy to dock -	7	–	–
– -	25.	—	Symmetry from dock to lightship -	10	–	–
– -	26.	—	Duke of Lancaster from dock to lightship - - - - - - -	10	–	–
May -	1.	—	Cheshire from dock to lightship - -	10	–	–
– -	2.	—	Higgenson from lightship to dock -	10	–	–
– -	11.	—	Eleanor in and out to sea - - -	18	–	–
– -	13.	—	Higgenson from dock to dock, and to sea	10	8	–
June -	4.	—	Albion from dock to sea - - -	10	10	–
– -	6.	—	Elinda from river to dock - - -	2	2	–
– -	8.	—	Medora from dock to sea three times -	30	–	–
– -	21.	—	Wakefield from George's to Prince's dock	1	–	–
– -	28.	—	Princess Charlotte from dock to lightship - - - - - - -	10	–	–
July -	19.	—	Henry Lee from river to N. W. buoy -	8	8	–
– -	22.	—	Bland from outside rock to magazines -	7	2	–
– -	24.	—	John from dock to river - - -	2	10	–
August	17.	—	Trinculo from dock to N. W. buoy -	8	8	–
– -	18.	—	Earl of Carlton from river to dock -	2	2	–
– -	20.	—	Jessie from dock to sea - - -	10	–	–
– -	22.	—	Grace from dock to dock - - -	2	–	–
Sept. -	1–4.	—	Barton and Ship from dock to dock -	4	4	–
–	12–17.	—	Francis & Higgenson from dock to dock	4	4	–
October	10.	—	Ontario from dock to Barland - -	17	10	–
November	1.	—	Admiral from rock to N. W. buoy -	5	–	–
–	5.	—	Brig from N. E. buoy to river - -	5	–	–
–	9.	—	George Washington from rock to W. wharf - - - - - - -	5	–	–
–	10.	—	Frances from river to dock - - -	1	10	–
December	12.	—	Higgenson from river to N. W. buoy -	8	–	–
–	14.	—	Barton from river to N. W. buoy - -	8	–	–
–	15.	—	Alice from river to dock - - - -	2	–	–
–	28.	—	Harkaway from river to lightship - -	8	–	–
				302	16	–
			Less Pilot's Commission, at 5 per cent. - - -	14	12	6
			Total Amount, Towing, &c. - - £.	288	3	6

513

	£.	s.	d.
First cost of the Richmond	4,407	15	3
Wear and tear, including wages and every outlay on account of the Richmond, from her commencement, 25 February 1834, to 5 January 1835	1,415	1	1½

CREW.

Dominick Sarsfield, master; salary 8 *l.* per month, without any other emoluments.

Nine men, composing the crew, whose duty it is to attend the landing and shipping of carriages, horses and passengers in the Post-office packets; also to board all inward-bound vessels off the port for their letter bags.

The Richmond is 143 tons burthen, and has engines of 56 horses power.

The tonnage of the vessels tugged cannot be distinguished.

NUMBER of Days in each of the last Three Years that the Irish Mails have been put on board or landed by the Steam Tender at *Liverpool,* in consequence of its not being possible, on account of the state of the Tide, for His Majesty's Packet to land or receive the Mails off the Pier-head.

In the Year 1832	261 days.
1833	136 —
1834	82 — (New Channel used).

General Post-office,
8 April 1835.

F. Freeling.

—(2.)—

A RETURN of the Number of SHIP LETTERS collected by His Majesty's Steam Tender from Vessels arriving at and off the Port of *Liverpool,* and delivered at the Post-office there, in each of the last Three Years; and the Amount of the Ship Letter Postage upon the same, as far as it can be made out.

	Number.	Amount. £.	s.	d.
In the Year 1832	190,214	8,827	12	8
— 1833	181,895	9,852	13	-
— 1834	189,959	9,497	19	-

Ship-Letter Office,
8 April 1835.

G. R. Huddlestone,
Inspector.

POST OFFICE TENDERS.

RETURNS relative to the RICHMOND and other
STEAM TENDERS at *Liverpool.*

(Mr. Wallace.)

Ordered, by The House of Commons, *to be Printed,*
9 *April* 1835.

151.

A RETURN of the Number of Hours occupied in each VOYAGE from *Milford* to *Dunmore East*, by His Majesty's POST-OFFICE PACKETS on this Station, from 1st January 1834; with the Names and Power of each, and the FARES charged for Carriages, Passengers, &c.

From *Milford* to *Dunmore*, 81 Nautical Miles.

JANUARY.			FEBRUARY.			MARCH.			APRIL.			MAY.			JUNE.		
	Hrs.	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*
1,	–	–	1,	11	20	1,	11	5	1,	12	25	1,	10	30	1,	9	–
2,	12	15	2,	11	5	2,	12	45	2,	10	55	2,	11	5	2,	9	30
3,	17	30	3,	10	15	3,	11	30	3,	12	20	3,	9	20	3,	14	45
4,	13	15	4,	12	55	4,	12	35	4,	10	40	4,	9	45	4,	9	25
5,	10	40	5,	10	20	5,	16	50	5,	9	10	5,	10	45	5,	10	–
6,	10	25	6,	11	55	6,	18	30	6,	9	10	6,	10	5	6,	10	15
7,	14	–	7,	9	45	7,	11	5	7,	9	5	7,	9	50	7,	9	30
8,	9	55	8,	10	–	8,	17	35	8,	8	45	8,	10	10	8,	9	50
9,	8	55	9,	9	5	9,	11	–	9,	9	35	9,	10	5	9,	10	30
10,	10	50	10,	10	–	10,	10	–	10,	9	30	10,	9	35	10,	10	45
11,	10	40	11,	12	30	11,	9	10	11,	9	15	11,	11	–	11,	11	30
12,	9	55	12,	16	50	12,	9	35	12,	9	31	12,	11	15	12,	11	25
13,	11	50	13,	11	30	13,	8	40	13,	10	–	13,	10	20	13,	12	30
14,	11	35	14,	11	30	14,	9	35	14,	9	35	14,	10	40	14,	12	35
15,	11	20	15,	10	15	15,	10	40	15,	10	5	15,	10	50	15,	11	–
16,	14	40	16,	9	10	16,	9	45	16,	11	55	16,	10	5	16,	22	45
17,	17	20	17,	13	–	17,	10	5	17,	10	10	17,	11	10	17,	16	30
18,	18	40	18,	15	–	18,	10	55	18,	9	15	18,	13	25	18,	10	10
19,	13	–	19,	15	35	19,	10	30	19,	10	–	19,	10	5	19,	9	50
20,	15	20	20,	14	35	20,	9	20	20,	9	20	20,	9	15	20,	9	5
21,	12	55	21,	15	20	21,	9	55	21,	8	30	21,	9	15	21,	9	30
22,	13	10	22,	9	–	22,	13	40	22,	9	25	22,	9	–	22,	10	15
23,	17	25	23,	11	5	23,	19	20	23,	9	–	23,	8	50	23,	11	–
24,	14	20	24,	11	25	24,	15	10	24,	8	50	24,	9	40	24,	10	40
25,	10	10	25,	10	25	25,	9	20	25,	9	45	25,	10	–	25,	10	30
26,	17	–	26,	9	45	26,	9	25	26,	9	50	26,	9	15	26,	13	45
27,	9	15	27,	13	35	27,	9	55	27,	9	20	27,	10	35	27,	10	50
28,	19	50	28,	11	15	28,	18	50	28,	9	50	28,	11	20	28,	10	–
29,	13	–				29,	16	30	29,	11	40	29,	9	40	29,	10	30
30,	12	10				30,	11	15	30,	10	35	30,	10	40	30,	9	25
31,	12	40				31,	16	30				31,	9	50			

JULY.			AUGUST.			SEPTEMBER.			OCTOBER.			NOVEMBER.			DECEMBER.		
	Hrs.	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*
1,	9	10	1,	9	52	1,	11	30	1,	9	5	1,	11	55	1,	24	42
2,	10	20	2,	8	45	2,	13	30	2,	9	20	2,	10	30	2,	15	35
3,	8	45	3,	9	25	3,	10	35	3,	8	55	3,	9	45	3,	10	–
4,	9	10	4,	9	35	4,	10	20	4,	8	55	4,	10	40	4,	10	5
5,	9	40	5,	10	35	5,	14	30	5,	9	25	5,	14	50	5,	10	50
6,	9	5	6,	12	10	6,	13	10	6,	9	45	6,	13	5	6,	11	50
7,	9	25	7,	9	50	7,	10	28	7,	10	46	7,	16	45	7,	12	50
8,	9	50	8,	11	17	8,	11	35	8,	12	10	8,	15	40	8,	16	47
9,	9	50	9,	11	5	9,	12	40	9,	12	40	9,	10	40	9,	11	45
10,	11	15	10,	10	10	10,	10	30	10,	10	55	10,	10	15	10,	11	10
11,	10	35	11,	11	28	11,	10	30	11,	9	35	11,	9	12	11,	9	8
12,	12	25	12,	10	35	12,	11	15	12,	10	20	12,	9	–	12,	9	55
13,	12	15	13,	14	55	13,	9	5	13,	9	55	13,	9	1	13,	8	55
14,	11	30	14,	11	30	14,	9	25	14,	10	30	14,	9	50	14,	9	4
15,	12	55	15,	9	10	15,	8	50	15,	12	45	15,	9	35	15,	8	45
16,	10	45	16,	9	20	16,	9	20	16,	16	5	16,	10	10	16,	9	45
17,	9	10	17,	8	55	17,	9	41	17,	24	5	17,	11	30	17,	11	34
18,	9	35	18,	8	50	18,	9	10	18,	15	–	18,	9	45	18,	9	15
19,	14	25	19,	9	45	19,	9	24	19,	9	45	19,	9	45	19,	10	–
20,	12	5	20,	11	3	20,	9	40	20,	11	35	20,	9	55	20,	9	10
21,	10	10	21,	13	25	21,	9	15	21,	11	40	21,	10	5	21,	10	25
22,	9	20	22,	12	40	22,	9	25	22,	25	–	22,	9	51	22,	11	10
23,	9	35	23,	11	10	23,	9	45	23,	20	58	23,	10	50	23,	10	25
24,	9	30	24,	9	45	24,	10	50	24,	14	55	24,	9	55	24,	10	30
25,	10	–	25,	12	5	25,	9	45	25,	12	25	25,	9	45	25,	11	5
26,	12	20	26,	11	15	26,	10	15	26,	10	37	26,	9	45	26,	9	14
27,	9	40	27,	11	30	27,	11	5	27,	11	30	27,	10	10	27,	8	22
28,	10	15	28,	11	35	28,	9	45	28,	10	41	28,	12	46	28,	8	15
29,	10	–	29,	11	–	29,	9	15	29,	8	50	29,	21	–	29,	8	50
30,	9	40	30,	10	5	30,	9	22	30,	9	15	30,	12	20	30,	10	25
31,	9	55	31,	13	15				31,	14	45				31,	10	30

(*continued*)

A RETURN of how many PACKETS, and their POWER, employed on the *Milford* Station; and where the PACKETS on the *Dunmore* Station remain when not on actual Duty; and what provision is made for the transmission of the Mails at this latter Station when the Packets do not arrive in their regular course;—also, of the FARES charged for Passengers, Horses, &c. &c.

NAMES OF STEAM PACKETS:

Sybil Crocodile Vixen	80 horses power.
Aladdin	100 —

The packets, when not on actual duty, remain at Milford.

When a packet does not arrive in regular course at Milford, another packet is dispatched with the Mail. When, from strong adverse winds, the same circumstance occurs at Dunmore, the storekeeper is ordered to hire a vessel to proceed with the Mail.

FARES charged for CARRIAGES, PASSENGERS, HORSES, &c. on the *Milford* Station:

	£.	s.	d.
Cabin passenger	1	10	–
Child of a cabin passenger under 10 years of age	–	15	–
Female servant	1	5	–
Man servant, or dealer accompanying his own horses or goods	–	15	–
Serjeant or corporal in the army	–	7	6
Soldier or seaman	–	5	–
Menial servant out of place, operative mechanic, Irish harvest-man, vagrant with a pass, &c.	–	5	–
Child under 10 years of age belonging to a deck passenger	–	2	6
Horse	1	15	–
Dog	–	2	6
Four-wheel carriage	3	10	–
Two-wheel carriage	1	15	–

General Post Office,
21 March 1835.

F. Freeling.

LIVERPOOL STATION.

A RETURN of the Number of Hours occupied in each VOYAGE from *Liverpool* to *Kingstown*, by His Majesty's POST-OFFICE PACKETS on this Station, from the 1st January 1834 to the 1st January 1835; with the Names and Power of each, and the FARES charged for Carriages, Passengers, Horses, &c. &c.

Distance from *Liverpool* to *Kingstown*, 125 Nautical Miles.

JANUARY.			FEBRUARY.			MARCH.			APRIL.			MAY.			JUNE.		
	Hrs.	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*
1,	18	20	1,	10	59	1,	15	9	1,	13	17	1,	12	30	1,	11	8
2,	13	35	2,	13	33	2,	12	25	2,	13	27	2,	13	2	2,	13	5
3,	18	18	3,	13	29	3,	17	19	3,	12	14	3,	12	7	3,	13	43
4,	14	49	4,	11	52	4,	22	41	4,	13	17	4,	12	45	4,	11	16
5,	13	5	5,	15	35	5,	20	10	5,	13	–	5,	14	43	5,	12	24
6,	19	18	6,	14	56	6,	21	15	6,	11	55	6,	14	3	6,	12	40
7,	13	38	7,	11	47	7,	21	25	7,	12	47	7,	13	5	7,	11	56
8,	12	–	8,	12	50	8,	16	20	8,	12	38	8,	14	25	8,	13	56
9,	13	52	9,	16	20	9,	14	45	9,	12	–	9,	13	2	9,	13	10
10,	13	6	10,	12	–	10,	12	19	10,	12	51	10,	14	4	10,	12	30
11,	10	46	11,	17	20	11,	12	54	11,	13	–	11,	12	55	11,	14	55
12,	14	45	12,	15	55	12,	13	34	12,	11	53	12,	12	25	12,	13	48
13,	15	7	13,	12	4	13,	12	9	13,	13	25	13,	14	27	13,	11	52
14,	11	25	14,	13	33	14,	13	3	14,	13	20	14,	12	36	14,	15	29
15,	16	52	15,	13	30	15,	13	50	15,	11	51	15,	12	27	15,	15	13
16,	16	42	16,	12	46	16,	11	51	16,	12	37	16,	14	1	16,	22	42
17,	22	12	17,	17	23	17,	12	32	17,	11	46	17,	13	27	17,	15	41
18,	18	43	18,	23	37	18,	12	50	18,	10	39	18,	12	35	18,	12	58
19,	16	54	19,	16	7	19,	9	54	19,	12	21	19,	16	25	19,	15	57
20,	18	33	20,	24	57	20,	12	2	20,	12	5	20,	12	50	20,	13	7
21,	18	16	21,	16	34	21,	14	8	21,	11	25	21,	12	22	21,	13	–
22,	18	9	22,	13	56	22,	20	16	22,	12	46	22,	13	9	22,	13	18
23,	17	1	23,	14	5	23,	21	–	23,	12	29	23,	11	50	23,	14	52
24,	20	35	24,	18	42	24,	15	50	24,	12	46	24,	13	18	24,	12	45
25,	18	15	25,	14	25	25,	12	8	25,	13	53	25,	13	10	25,	15	20
26,	14	51	26,	15	50	26,	14	–	26,	12	25	26,	12	8	26,	14	49
27,	20	45	27,	14	37	27,	16	14	27,	12	24	27,	13	23	27,	12	11
28,	17	42	28,	13	12	28,	17	5	28,	13	30	28,	14	8	28,	12	35
29,	13	7				29,	17	–	29,	13	5	29,	11	14	29,	12	43
30,	17	19				30,	16	33	30,	11	35	30,	13	52	30,	10	38
31,	14	20				31,	14	35				31,	11	45			

JULY.			AUGUST.			SEPTEMBER.			OCTOBER.			NOVEMBER.			DECEMBER.		
	Hrs.	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*		*Hrs.*	*min.*
1,	11	17	1,	10	59	1,	15	4	1,	12	30	1,	18	22	1,	25	50
2,	11	43	2,	12	31	2,	13	40	2,	11	56	2,	14	27	2,	14	43
3,	10	55	3,	13	15	3,	14	27	3,	13	26	3,	13	18	3,	12	8
4,	12	10	4,	12	3	4,	13	35	4,	13	16	4,	19	59	4,	14	25
5,	12	25	5,	13	41	5,	17	34	5,	10	56	5,	19	37	5,	14	56
6,	11	40	6,	14	50	6,	13	10	6,	13	46	6,	14	45	6,	12	55
7,	13	10	7,	12	11	7,	13	35	7,	13	20	7,	25	39	7,	29	3
8,	16	50	8,	13	55	8,	12	38	8,	18	14	8,	12	48	8,	17	28
9,	12	13	9,	13	20	9,	14	50	9,	15	4	9,	11	25	9,	15	12
10,	14	41	10,	12	48	10,	15	–	10,	13	29	10,	12	33	10,	12	48
11,	14	20	11,	13	57	11,	11	7	11,	11	1	11,	11	32	11,	12	4
12,	13	16	12,	13	30	12,	12	31	12,	16	40	12,	11	20	12,	11	16
13,	14	30	13,	11	24	13,	11	55	13,	12	35	13,	13	24	13,	12	47
14,	12	49	14,	12	49	14,	11	16	14,	14	42	14,	12	41	14,	12	7
15,	11	46	15,	12	15	15,	13	5	15,	17	55	15,	12	40	15,	11	5
16,	14	22	16,	11	20	16,	12	30	16,	26	15	16,	16	25	16,	17	7
17,	11	57	17,	13	14	17,	11	33	17,	29	28	17,	12	24	17,	12	25
18,	12	20	18,	13	25	18,	13	31	18,	13	39	18,	9	50	18,	11	3
19,	15	28	19,	13	11	19,	12	35	19,	12	44	19,	11	28	19,	13	1
20,	12	28	20,	15	59	20,	12	–	20,	14	43	20,	11	53	20,	13	5
21,	12	39	21,	16	30	21,	13	41	21,	26	13	21,	11	20	21,	11	43
22,	13	33	22,	15	42	22,	13	8	22,	23	52	22,	12	56	22,	16	3
23,	13	16	23,	13	45	23,	11	52	23,	20	53	23,	12	38	23,	13	27
24,	13	42	24,	13	33	24,	13	47	24,	15	48	24,	11	10	24,	12	51
25,	14	4	25,	13	25	25,	13	37	25,	11	51	25,	13	22	25,	12	53
26,	11	51	26,	14	6	26,	12	13	26,	16	57	26,	15	32	26,	12	23
27,	12	44	27,	12	54	27,	13	30	27,	13	4	27,	14	1	27,	12	45
28,	12	40	28,	12	46	28,	11	31	28,	11	34	28,	25	5	28,	15	28
29,	10	51	29,	14	23	29,	10	58	29,	13	50	29,	21	54	29,	14	43
30,	11	47	30,	11	6	30,	12	39	30,	22	16	30,	17	35	30,	14	34
31,	12	32	31,	12	52				31,	16	5				31,	14	30

STEAM PACKETS:

Etna	140 horses power.
Comet	140 —
Dolphin	160 —
Thetis	140 —

FARES:

Cabin	each	£. 1 1 –
Children	—	– 10 6
Servants	—	– 10 6
Carriages, 4 wheels	—	2 10 –
Ditto 2 ditto	—	1 5 –
Horses	—	1 10 –
Gigs	—	1 5 –
Dogs	—	– 2 6

General Post Office, 21 March 1835.

F. Freeling.

MILFORD AND DUNMORE, &c. PACKETS.

RETURNS of Voyages of Packets between *Milford* and *Dunmore*, and between *Liverpool* and *Kingstown*, and Fares charged.

(Mr. Barron.)

Ordered, by The House of Commons, *to be Printed,*
23 *March* 1835.

78.

POST-OFFICE PACKETS, IRELAND.

MEMORIAL presented to the TREASURY, relating to the REMOVAL of the POST-OFFICE PACKETS from *Howth Harbour* to *Kingstown Harbour*.

TO THE RIGHT HONOURABLE THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY.

THE MEMORIAL of the Undersigned Peers, Members of Parliament, and other Travellers between *England* and *Ireland*,

Sheweth,

1. THAT your Memorialists learn from papers recently laid before the House of Commons, that the Holyhead-mail Packets have been removed from Howth to Kingstown, in consequence of a representation from the Postmaster-General, founded principally on the circumstance of the grounding of two Packets at the entrance of Howth Harbour in March 1833.

2. That your Memorialists find, from the same official documents, that these are the only instances of delay in the transmission of the mail by this passage since the establishment of the station in 1818*; and that the same arose from extraordinary causes, which were speedily and easily removed, and which are not likely to occur again†.

3. That during the last month that the mail has been embarked at Kingstown, six Packets have arrived at Holyhead too late for the mail-coach; thereby causing the loss of a day, and in one instance, two days, in the delivery of the letters, notwithstanding that the Packets are allowed an hour longer for the voyage than was allowed in the passage from Howth.

4. That your Memorialists confidently refer to the evidence given both to the Select Committee of the House of Commons, in the year 1831-2, on Post-Office Communication with Ireland‡, and to the Commissioners of Revenue Inquiry in the year 1830§, as well as to the reports and opinions of the most competent judges ||, in proof of the superior advantages of Howth over Kingstown, not only in respect of the passage to Howth being shorter by about five miles, and safer by avoiding the Kish Sandbank, and the heavy swells prevailing in Dublin Bay, but also as to the greater local and acquired advantages of Howth Harbour to shipping in the dangerous navigation of the Irish Channel; all which advantages will be much diminished, if not entirely destroyed, by abandoning Howth as a Packet station.

5. That your Memorialists perceive, by the papers above referred to, that 350,000 *l.* of the public money has been expended in making Howth Harbour ¶, and they have reason to infer, that a great additional outlay would be required to render Kingstown Harbour equally available.

6. That even with these sacrifices, it does not appear to your Memorialists that any public saving or advantage whatsoever can be effected by the change; while, on the other hand, it will occasion great inconvenience to your Memorialists and their families, and to all persons passing between England and Ireland.

Your Memorialists therefore pray your Lordships' consideration of the correspondence annexed hereto**, particularly the Report of Mr. Telford, (p. 10); and they trust that your Lordships will be pleased to give directions that the Holyhead Post-office Packets be again stationed at Howth.

Westmeath.
Ormonde.
O'Neill.
Enniskillen.
Farnham.

Roden.
Leitrim.
Thomond.
Ferrard.

I sign

---

* Capt. Skinner's Evidence, p. 5; Lieut. Browne's Letter, p. 8.

† Mr. Telford's Report, p. 10.

‡ Parliamentary Proceedings, 1831-2, Vol. 17, p. 33, *et seq.*

§ 22d Report of Commissioners of Revenue Inquiry, 1830.

|| Capt. Evans, Capt. Skinner, and Lieutenant Browne, R. N., pp. 4, 5 & 6.

¶ *See* the latter part of Lieut. Browne's Letter, p. 8.

** *See* No 126 of 1834.

I sign this Paper on account of the paragraphs 3, 4 & 5; and also on account of Howth Harbour being more convenient in point of situation to the North of Ireland across by Ashbourne to Drogheda and Belfast;

Downshire.
Berkeley-sq. 18 June 1834.
Mayo.
Fingall.
Cole.
R. Fitzgibbon.
Shannon.
Clanricarde.
Headfort.
Blayney.
Dunalley.
Portarlington.
Gort.
Garvagh.
Howth.
Allen.
Harberton.
Lismore.
Templetown.
Darnley.
Dufferin & Claneboye.
Beresford.

I sign this on account of statement made in paragraph 3;

Gosford.
Killeen.
H. Parnell, M. P.
R. Ruthell.
Edward Moore.
Henry Maxwell, M. P.
John Browne, M. P.
Robert Bateson, M. P.
H. Lambert, M. P.
Arthur Guinness, Director of the Bank of Ireland.
W. G. Colvill, Governor of the Bank of Ireland.
Thomas Crosthwaite, Director of the Bank of Ireland.
Michael Lamb, Director of the Bank of Ireland.
P. W. Brady,
J. Lamprey, } Aldermen of Dublin.
Robert M'Clelland,
Joh. Callaghan,
Watt Bourk,
Jeremiah Dunne,
James Charles Bacon,
Robert Walsh,
John Fortrell, } Directors of the Hibernian Bank.
James Chambers, Director of the Bank of Ireland.
W. Lunell, Director of the Bank of Ireland.
Thomas R. Needham, banker, Dublin.
R. Talbot, Malahide.
Richard M. O'Farrel, M. P.
James Talbot, M. P.
George Evans, M. P.
Henry Walker, the Castle Durrow.
R. A. Ferguson, M. P.
A. H. Cole, M. P.
A. Marcus Hill, M. P.
Robert Butler Bryan.
Thomas Fitzgerald, M. P.
James Daly, M. P.
William O'Reilly, M. P.
Jos. O'Reilly, Lieut.-col.
Arthur Hill, M. P.
Thomas Lefroy, M. P.
French, Barton & Co.
Robert Law.
John Tudor.
Thomas Rutherford.
A. Sweetman.
Frederick Darley.
Cornelius Egan.
Patrick Sweetman.
Hugh O'Reilly.
James Fagan.
Charles Gibbons.
John M'Donnell, Gairdner-street.
Heyle & Flood.
Peter Campbell.
John Hutton & Sons.
John Martin & Son.
Mulvany & Irwin.
Thomas Carolin & Co.
T. Kildahl.
Calwells & Horam.
Robert & James Tabrette, Bachelor's-walk.
Nathaniel Low.
M. Cumer.
John Wilson.
Edward Stanly.
Howth, Howth Castle.
P. Talbot, Malahide Castle.
Thomas Barnewall, Turvey House.
John Rutherford, 14, Rutland-square.
Robert Swift, Beldoyle.
Philip Ryan, Lime-hill.
Matthew Callaghan, Artane House.
T. F. Walker, Belgriffin-park.
Henry John Batchelor, Abbeville.
John Batchelor, Hazelbrook.
A. Cuppage, Lieut.-gen. Clare-grove, Coolock.
Edmund Nugent, Airfield, Coolock.
Peter Alley, Artane Cottage.
Thomas Alley, Artane House.
Alex. Armstrong, Major-gen. Elm Mount.
John G. Venables Vernon, Clontarf Castle.
Thomas V. Luscombe, Commissary-gen. Killester House.
Ph. Fitzpatrick, Killester House.
George H. Wilson, Killester-lodge.
Charles Fraser, Hazelbrook, Malahide.
Andrew Crawford, Auburn, Malahide.
J. Arthure, Seafield, Swords.
J. J. Taylor, Swords House.
Arthur Baker, Balheary House.
Compton Domville, House.
Geo. Alex. Hamilton, Hampton-hall.
Henry Hutton, Kilmore.
R. Owen, Major-General.
Norbury Furnace, J. P.
Wm. Sweetman, Raheny, J. P.
St. George Rathborne, Raheny.
Edw. J. Irwin, Fox-hall, Raheny.
John M
Arthur Irvin, Prebendary of Howth.
Mark Thompson, M. D. Baldoyle.
Luke Plunkett, Port St. Marnocks.
Donough O'Brien.
J. W. Maxwell, M. P.
Norbury Furnace, Talavera.
Wm. Craig, Raheny.
Charles R. Frizell, Stapolin.
Wm. Allen, Grange.
Arthur King,
Thos. T. King, } Donaghmide.
John Howard,
Mich. Howard, } Grange House.

James Beecke, Rosevale.
James M'Donald, Hollybrook-house.
Thomas Harris, Strand-vill Avenue.
Rev. Charles Boyle, Annesley-bridge.
Rev. Andrew Day, 57, Aungier-street.
Thomas Hill, 54, North Strand.
Thomas Flood, 7, Flood-buildings, North Strand.
Edward Piers, 150, Glocester-street.
Henry Curwen, College-green.
Isaac Curwen, Westmorland-street.
J. J. Coates, Molesworth-street.
A. Labertouche, 25, College-green.
Nicholas Hickey, 23, Dawson-street.
Benj. H. Hickey, 52, Lower Sackville-street.
William Dax, Gardiner-place.
Val. Dunne, 12, Charleville-Mall.
Charles Dunne, 4, Charleville-Mall.
John Brierly, 40, Upper Dorset-street.
Richard Charles, Great Brunswick-street.
David Lindsey, King-street, North.
Patrick Kirwan, 4, Christchurch-place.
John D'Arcy, Usher-street.
Rev. J. Donovan, P. R. C. C., Maynooth.
John Thompson, 90, Upper Dorset-street.
Joseph M'Cann, 97, Upper Dorset-street.
Patrick Mathews, 100, Upper Dorset-street.
J. Maguire, Dorset-street.
William Doyle, Linen-hall-street.
Black & Cooper, ditto.
Stephen W. O'Donohu, 14, Great Strand-st.
John Stewart, Capel-street.
John Delany, Strand-street.
Joseph Dunne, Great Strand-street.
Nicholas Brady. 20, Henry-street.
Samuel Smith, Hollybrook-house.
Samuel Law, Great Denmark-street.
Henry B. Law, ditto.
George Carr, 18, Mountjoy-square, Dublin.
John Rutherford, jun., 7, Rutland-square.
Robert Wm. Law, 7, Mountjoy-square.
Leland Crosthwait & Sons, 63, Fleet-street.
George Symes, 4, Foster-place.
Chas. Kohler & Co., 7, Lower Sackville-st.
Arthur & Edward Stanley, Life aud Fire Insurance Office, 22, Lower Abbey-street.
John Parker, 23, Lower Abbey-street.
George Marquis, James's-street, East.
Arthur Barlow, Great George-street.
George Grogan, Col. half-pay, 29, Clare-st.
Thomas Bushe, 5, Fitzwilliam-square, North.
Henry Thompson & Co., Eustace-street.
Thomas Cazey, Ely-place, Newbrook, Co. Dublin.
Barry C. Browne, Baggot-street.
A. H. Hawkins, Mount Sackville.
Jo^{n} Deverell, Bonhom-street.
Thomas Maguire, 8, Dame-street.
Richard Brassington, 19, Dame-street.
John M. Barnardo, 21, Dame-street.
Walter Preston, 20, Dame-street.
Thomas Murphy, 15, Dame-street.
James Banks, 80, Dame-street.
Joseph Higgins, 71, Dame-street.
Charles Lanauze, 22, Dame-street.
John Smith, 31, Lower Sackville-street.
W. Tremain, 22, North Earl-street.
Thomas Meredith, 13, North Earl-street.
Robert Ruskell & Son, 46, Sackville-street.
William Kelly, 9, Lower Abbey-street.
William Dodd, 5, Marlborough-street.
William Fitzpatrick, 23, Dame-street.
Patrick Wogan, 25, North Earl-street.
William Wilson & Co. 22, Marlborough-st.
John Tandy, 15, Lower Sackville-street.
Henry L. Kildahl, 13, Upper Sackville-street.
Thomas Williams & Co., 50, Sackville-street.
Bond Atkinson, Artane.
George L. Kildahl, Upper Sackville-street.
Richard Jennings, Gardine-street, Mountjoy-square.
Edmund Lenney, 18, Henry-street.
Thomas Lynch, Mountjoy-street.
Francis Hover, 36, Upper Sackville-street.
Nicholas Walsh, 24, Lower Sackville-street.
Michael Kavanagh. 36, Henry-street.
M. W. Hilles, 67, Marlborough-street.
John Murphy, 25, Henry-street.
A. Hamilton, 42, Dorset-street.
Robert Hanna, 12, Henry-street.
Robert Cronin, 11, Henry-street.
Samuel Smith & Co., 9, Henry-street.
A. Bush, 15, Gloster-street.
John Atkinson & Co., Rockfield Artane, Abbey-street.
Smyth & Co., 26, Lower Abbey-street.
Thomas Kelly, 3, Lower Abbey-street.
John Sweetman, Sutton —— and Mountjoy-square.
James Gillmore, Sol., Westmorland-street.
Joshua Franklin, Sea View, Belgriffen.
Martin Crean, 6, Lower Abbey-street.
Patrick Walsh, merchant, Bridge-street.

POST-OFFICE PACKETS, IRELAND.

MEMORIAL presented to the TREASURY relating to the REMOVAL of the POST OFFICE PACKETS from *Howth Harbour* to *Kingstown Harbour*.

(Sir Henry Parnell.)

Ordered, by The House of Commons, *to be Printed,*
31 *March* 1835.

109.

STEAM VESSELS.

RETURNS to Orders of the Honourable The House of Commons,
dated 1 & 9 July 1835;—*for*,

RETURN made to the Commissioners of Post-Office Inquiry, showing the Number of VESSELS propelled by STEAM that have been Employed, and that are now Employed, or Building or Repairing, under the Orders of the Post-Office, since the Period which such VESSELS were in use by the Post-Office; stating the Tonnage, the Horse-power, the Prime Cost and Outfit of each, and when taken into the Service, to the 30th March 1835, the date of the Return to the Order of the Commissioners of Post-Office Inquiry.

(Lord Viscount Lowther.)

Ordered, by The House of Commons, *to be Printed,*
20 *July* 1835.

POST-OFFICE STEAM PACKETS.

NO one Return can be found among the Papers of the Commissioners for Inquiring into the Post-Office, embracing the whole of the particulars required by the Order of The House.

The Return (No. 1.), and those already presented, are the only Papers in the possession of the Commissioners which come within the meaning of the Order.

The Return (No. 2.) has been prepared by the Post-Office, so as to afford all the information required; although it is not, according to the terms of the Order, a "Copy of a Return made to the Commissioners of Post-Office Inquiry."

Whitehall Treasury Chambers,
20 July 1835.

F. Baring.

— 1. —

COPY of the RETURN made to Commissioners of Post-Office Inquiry, showing the NUMBER of VESSELS propelled by STEAM that have been Employed, and that are now Employed, or Building or Repairing, under the Orders of the Post-Office, since the period which such Vessels were in use by the Post-Office; stating the Tonnage, the Horse-power, the Prime Cost and Outfit of each, and when taken into the Service.

NAME OF VESSEL.	Tonnage.	Prime Cost.			Year when taken into the Service.
		£.	*s.*	*d.*	
Arrow	155	8,060	9	2	1822
Aladdin	230	10,410	14	2	1824
Comet	300	17,370	–	8	1826
Cinderella	234	10,614	11	2	1824
Crocodile	237	11,159	7	5	1825
Crusader	110	7,592	10	10	1827
Dasher (wrecked)	130	6,813	11	6	1822
Dragon	237	10,601	15	7	1828
Dolphin	327	20,511	19	4	1827
Escape	237	12,135	14	10	1826
Etna	300	16,297	16	10	1826
Ferret	110	5,777	18	1	1832
Firefly	110	6,076	12	5	1832
Flamer	165	7,190	7	1	1832
Fury	106	6,305	14	3	1823
Gulnare	306	14,067	3	9	1834
Harlequin	234	10,428	10	8	1824
Jonathan Hulls (sold)	92	3,700	–	–	1827
Ivanhoe	158	6,352	18	6	1821
Meteor (wrecked)	189	8,781	14	11	1821
Richmond	143	4,407	15	3	1834
Salamander	110	7,459	18	2	1827
Sovereign	205	10,460	15	8	1821
Spitfire	106	6,343	3	8	1824
Sybil	233	10,367	3	2	1827
Thetis (under repair)	- -	19,216	–	9	1826
Vixen	189	12,808	5	9	1823
Watersprite	162	8,770	17	7	1826
Wizard	237	12,170	7	8	1826

(A true Copy of the Account.)

General Post-Office,
30 March 1835.

F. Freeling, Secretary.

— 2. —

RETURN showing the Number of VESSELS propelled by STEAM that have been Employed, and that are now Employed, or Building or Repairing, under the Orders of the Post-Office, since the period which such Vessels were in use by the Post-Office; stating the Tonnage, the Horse-power, the Prime Cost and Outfit of each, and when taken into the Service, to the 30th March 1835, the date of the Return to the Order of the Commissioners of Post-Office Inquiry.

NAME OF VESSEL.	Tonnage.	Horse-Power.	Prime Cost and Outfit.			When taken into the Service.
			£.	s.	d.	
Arrow	155	60	8,060	9	2	1822
Aladdin	230	100	10,410	14	2	1824
Comet	300	140	17,370	–	8	1826
Cinderella	234	100	10,614	11	2	1824
Crocodile	237	80	11,159	7	5	1825
Crusader	110	50	7,592	10	10	1827
Dasher (wrecked)	130	50	6,813	11	6	1822
Dragon	237	100	10,601	15	7	1828
Dolphin	327	160	20,511	19	4	1827
Escape	237	100	12,135	14	10	1826
Etna	300	140	16,297	16	10	1826
Ferret	110	50	5,777	18	1	1832
Firefly	110	50	6,076	12	5	1832
Flamer	165	60	7,190	7	1	1832
Fury	106	50	6,305	14	3	1823
Gulnare	306	100	14,067	3	9	1834
Harlequin	234	100	10,428	10	8	1824
Jonathan Hulls (sold)	92	50	3,700	–	–	1827
Ivanhoe	158	60	6,352	18	6	1821
Meteor (wrecked)	189	60	8,781	14	11	1821
Richmond	143	56	4,407	15	3	1834
Salamander	110	50	7,459	18	2	1827
Sovereign	205	80	10,460	15	8	1821
Spitfire	106	50	6,343	3	8	1824
Sybil	233	80	10,367	3	2	1827
Thetis (under repair)	301	140	19,216	–	9	1826
Vixen	189	80	12,808	5	9	1823
Watersprite	162	60	8,770	17	7	1826
Wizard	237	100	12,170	7	8	1826

General Post-Office,
17 July 1835.

F. Freeling, Secretary.

STEAM VESSELS.

RETURN made to the Commissioners of Post-Office Inquiry, showing the Number of Vessels propelled by Steam that have been Employed, and that are now Employed, or Building or Repairing, under the Orders of the Post-Office, since the Period which such Vessels were in use by the Post-Office.

(Lord Viscount Lowther.)

Ordered by The House of Commons, *to be Printed,*
20 *July* 1835.

482.

POST OFFICE STEAM VESSELS.

(1.)—A RETURN showing the TOTAL EXPENDITURE from the 5th January 1832 to 5th January 1835, of all STEAM VESSELS in the Employment of the POST OFFICE.

STATIONS.	Wages, &c.	Victualling.	Other Allowances.	Wear, Tear and Repairs, &c.	Coals and Expenses thereon.	Stores and Artificers' Work.	Sundries.	TOTAL.
Year ended 5 January 1833:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Dover	4,993 3 9	- - -	776 2 2	1,363 17 8	2,248 4 5	- - -	1,045 2 1	10,426 10 1
Holyhead	7,062 3 –	45 10 10	- - -	1,526 4 –½	5,687 18 1½	9,939 14 8	588 13 4	24,850 4 –
Liverpool	5,643 14 3½	1,255 10 10	* 1,430 10 –	12,017 – 5	6,110 16 8	1,677 18 7	708 2 1	28,843 16 8½
Milford	3,478 19 6	442 18 1	- - -	1,960 1 11	5,173 13 2	1,917 10 4	282 7 –	13,255 10 –
Port Patrick	1,746 – 8	38 11 6	- - -	526 6 –½	723 10 5½	426 19 7½	27 12 3	3,489 – 6½
Weymouth	2,584 3 –	18 4 –	- - -	987 16 8	1,257 3 7	92 7 7	80 16 2	5,020 11 –
TOTAL - - - £.	25,508 4 2½	1,800 19 1	2,206 12 2	18,381 6 9	21,201 6 5	14,054 10 9½	2,732 12 11	85,885 12 4
Year ended 5 January 1834:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Dover	5,047 13 10	- - -	1,001 16 6	4,892 7 4	2,340 5 4	- - -	1,029 11 10	14,311 14 10
Holyhead	6,347 16 1	39 14 –	- - -	750 5 2	5,965 15 10	9,733 – 1	565 8 4	23,401 19 6
Liverpool	5,691 19 10	1,211 3 3	* 2,017 3 9	5,711 12 8	6,021 5 2	1,657 16 6	1,587 7 11	23,898 9 1
Milford	3,600 15 9	723 10 2	- - -	1,404 4 9	4,582 5 8	2,417 14 10	200 5 10	12,928 17 –
Port Patrick	1,798 14 6½	41 6 6½	- - -	667 – 6	622 5 9	364 8 11	56 1 5½	3,549 17 8½
Weymouth	2,580 6 9	16 15 4	- - -	1,029 8 9	1,267 3 5	19 – 9	29 18 1	4,942 13 1
TOTAL - - - £.	25,067 6 9½	2,032 9 3½	3,019 – 3	14,454 19 2	20,799 1 2	14,192 1 1	3,468 13 5½	83,033 11 2½
Year ended 5 January 1835:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Dover	5,034 17 6	- - -	903 13 2	9,972 15 3	2,359 9 1	- - -	1,339 5 6	19,610 – 6
Holyhead	6,661 6 4½	37 6 6	- - -	656 12 4	4,491 16 8	9,499 11 6½	723 5 10	22,069 19 3
Liverpool	5,843 – 10	1,225 – 10	* 2,125 14 6	8,569 6 6	5,565 12 9	1,283 7 3	625 18 5	25,238 1 1
Milford	3,582 17 2	605 15 5	- - -	1,917 6 5	4,562 4 5	2,542 8 10	203 3 8	13,413 15 11
Port Patrick	1,724 3 8	35 16 11	- - -	741 15 6	751 15 10	473 9 11	40 19 3	3,768 1 1
Weymouth	2,647 1 4	18 3 8	- - -	1,775 8 2	1,234 – –	- - -	27 4 3	5,701 17 5
TOTAL - - - £.	25,493 6 10½	1,922 3 4	3,029 7 8	23,633 4 2	18,964 18 9	13,798 17 6½	2,959 16 11	89,801 15 3

Note.—The above is exclusive of Prime Cost and Outfit.

* These Allowances are not brought into the Post Office Accounts, being deductions from the Gross Receipts of Passage Money and Freights; the Net Receipts only are included in the Post Office Revenue.

General Post Office,
28 March 1835.

(signed) *C. T. Court,*
Accountant-General.

— (2.) —

A RETURN of the Number of VESSELS propelled by STEAM that have been employed, and that are now employed, or building or repairing, under the Orders of the POST OFFICE, since the Period in which such Vessels were in use by the Post Office; specifying the Service in which they have been engaged, the Tonnage and Horse-Power of each.

Twenty-nine Packets employed in the Conveyance of the Mails.

——		Tonnage.	Horses' Power.
Dover	Crusader	110	50
	Salamander	110	50
	Arrow	155	60
	Firefly	110	50
	Ferret	110	50
Holyhead	Escape	237	100
	Wizard	237	
	Dragon	237	
	Harlequin	234	
	Cinderella	234	
	Gulnare	306	
Liverpool	Etna	300	140
	Thetis (under repair)	—	—
	Cornet	300	140
	Dolphin	327	160
	Jonathan Hulls (sold)	92	50
	Richmond	143	56
Milford	Crocodile	237	80
	Vixen	189	80
	Sybil	233	80
	Aladdin	230	100
Weymouth	Meteor (wrecked)	189	60
	Watersprite	162	
	Ivanhoe	158	
	Flamer	165	
Port Patrick	Dasher (wrecked)	130	50
	Spitfire	106	
	Fury	106	
In Ordinary	Sovereign	205	80

General Post Office,
18 March 1835.

(signed) *F. Freeling.*

POST-OFFICE STEAM VESSELS.

RETURNS relating to STEAM VESSELS in the Service of the POST OFFICE.

(Lord Viscount Lowther.)

Ordered, by The House of Commons, *to be Printed,*
22 *June* 1835.

355.

POST OFFICE PROSECUTIONS.

RETURN to an Order of the Honourable The House of Commons, dated 17 August 1835;—*for*,

A RETURN, showing in detail the EXPENSE incurred in a PROSECUTION of a WOMAN and a FEMALE CHILD, at the Suit of the POST OFFICE, at the late *Staffordshire* ASSIZES; stating the Nature of the Offence or Offences alleged, the Age of the Persons accused, and the Punishment or Punishments awarded; also, giving the Number and Names of the Crown Counsel and other Counsel, and also of all Solicitors and Attornies in *London* and elsewhere, employed by the Post Office in the said Prosecution; with the Amount of the Fees and Sums of every Description paid to the aforesaid Counsel, Solicitors and Attornies, and all other Persons:—Also, the Fees and Expenses incurred by Mr. *Peacock*, the Solicitor to the Post Office in *London*, for his attending the Trial in the above Prosecution in *Staffordshire*, or in any other way connected therewith.

NAMES and AGES of the Accused.	NATURE of the OFFENCES ALLEGED.	PUNISHMENT Awarded.	NAMES of the COUNSEL employed in this Prosecution in London.	NUMBER and NAMES of the CROWN COUNSEL and other COUNSEL, employed at the Assizes.	NUMBER and NAMES of all Solicitors and Attornies in London and elsewhere, employed in this Prosecution.	AMOUNT of the FEES, and Sums of every Description, Paid to the said Counsel, Solicitors and Attornies, and all other Persons, except the Solicitor to the Post Office.	FEES and EXPENSES of the Solicitor to the Post Office, in attending the Trial at Stafford.	His other Law Charges and Disbursements in this Prosecution.	TOTAL.
						£. s. d.	£. s. d.	£. s. d.	
Elizabeth Finney, aged 13.	- - Elizabeth Finney was charged with a capital offence in stealing out of the Post Office at Hanley, on the 29th May 1835, a letter containing Bank notes, value 35*l.*, which were soon afterwards changed in different names at shops in Hanley; and	- - Elizabeth Finney (having been recommended to mercy by the jury) was sentenced to be imprisoned one year, and kept to hard labour.	- - The Attorney-General directed the prosecution, and Mr. Poulden perused the indictment.	5. Mr. Jervis, Mr. Maule, Mr. Serjeant Ludlow, Mr. Shepherd, Mr. Alexander, Being the Post Office Counsel on the Oxford Circuit.	- - The only Solicitor employed in London was Mr. Peacock, the solicitor to the Post Office. The following Solicitors were employed in the country: Mr. Stevenson, Hanley. Mr. Salt, Rugeley. Mr. Richards, Cardiff.	Counsel - 72 9 - The Solicitors at Hanley, Rugeley & Cardiff - } 18 19 4 Witnesses' Bills - } 68 2 6	32 2 -	125 - 2	
Mary M'Dougall, aged 34.	Mary M'Dougall was charged with feloniously receiving such Notes, knowing them to be stolen.	Mary M'Dougall was acquitted.							
						£. 159 10 10	32 2 -	125 - 2	316 13 -

General Post Office, }
24 August 1835. }

M. B. Peacock.
Solicitor.

POST OFFICE PROSECUTIONS.

RETURN of Expense, in detail, incurred in a Prosecution of a Woman and Female Child, at the Suit of the Post Office, at the late Staffordshire Assizes.

(*Mr. Wallace.*)

Ordered by, The House of Commons, *to be Printed,*
7 September 1835.

607.

531

TONNAGE ADMEASUREMENT BILL.

COPY of a LETTER addressed by *G. F. Young*, Esq., a Member of this House, to the President of the BOARD of TRADE; and of a CORRESPONDENCE with the BOARD of ADMIRALTY upon the TONNAGE ADMEASUREMENT BILL.

Sir, 13 August 1835.

I AM directed by the Lords of the Committee of Privy Council for Trade to request that you will move the Lords of the Admiralty to request Captain Beaufort, and any gentlemen who may have belonged to the Commission on the subject of Tonnage Admeasurement, to have the goodness to examine the enclosed proposal, made by Mr. Young, for altering the Bill for the Admeasurement of Tonnage, and acquaint this Board whether they see any objection thereto.

Their Lordships have put off the Report of the Bill till Monday, before which time they hope to be favoured with the opinion of Captain Beaufort, as, if he and the gentlemen of the Committee see no objection, they would propose to admit the alterations.

I am, &c.

C. Wood, Esq., Admiralty. (signed) *Thomas Lack.*

[It is requested that Mr. Young's letter may be returned.]

Dear Sir, 72, Cornhill, 13 August 1835.

AVAILING myself of your considerate permission, I beg leave to submit the following suggestions for alteration in the "Admeasurement of Tonnage Bill."

In sec. 2, page 2, after the words "equal parts" in line 10, omit all the succeeding words to and including "register" in line 29, and instead thereof, "Depths: at each of those points of division measure in feet and decimal parts of a foot, the depths from the under side of the upper deck to the ceiling at the limber strake. In the case of a break in the upper deck, the depths are to be measured from a line stretched in continuation of the deck. Breadths: divide each of these five depths into five equal parts, and measure the inside breadths at one-fifth, and at four-fifths from the upper deck. Length: at half the midship depth, measure the length of the vessel from the after part of the inner stem or apron to the fore part of the inner stern-post; then multiply the sum of the depths by the sum of the breadths, and this product by the length, and divide the final product by which will give the number of tons for register."

This alteration would obviously promote simplicity of application, which is highly important, not only as calculated to ensure correctness of measurement, but by facilitating the detection of error, it will diminish the chances of fraud; but with respect to the change of taking the breadth at each station, I consider it far more important, because it will leave naval constructors free from inducement to make the sides of vessels straight, or even hollow, and to give to them a round and flowing form; I trust, therefore, that this will, at all events, be adopted.

I would further suggest, that for measuring ships afloat, the breadth should be taken outside, as in cases where this mode of measurement is unavoidable, it will frequently be impracticable to measure the inside breadth; making such allowance (proportioned to the breadth) for the thickness of the side as may be deemed advisable.

I would further urge, that the deduction for the engine-room of steam vessels ought to be the actual space between the bulk-heads, having that space recorded as a description in the register; any alteration of which, without a new register being taken out, to be treated as an intended fraud, and to subject the owners to the same liabilities as other fraudulent alterations.

In haste, but faithfully,

I have, &c.

Right hon. C. P. Thomson, M. P. (signed) *Geo. Fred. Young.*
&c. &c. &c.

Sir, Admiralty, 15 August 1835.

WITH reference to your letter of the 13th instant, conveying the request of the Lords of the Committee of Privy Council for Trade, that Captain Beaufort, and any gentlemen who may have belonged to the Commission on the subject of Tonnage Admeasurement, should examine and report on the proposal made by Mr. Young for altering the Bill for the Admeasurement of Tonnage, I am commanded by my Lords Commissioners of the Admiralty to transmit to you a copy of the Report made by these gentlemen, and to request that you will communicate the same to their Lordships.

I am, &c.

Thomas Lack, Esq., &c. (signed) *John Barrow.*

[Mr. Young's Letter is returned as requested.]

REPORT of the Committee directed by the Lords Commissioners of the Admiralty to consider a Letter from the Board of Trade to the Secretary of the Admiralty, on the subject of the Admeasurement of Tonnage of Vessels.

THE Committee having assembled in the Admiralty Library on the 14th of August 1835, and having before them a letter from George Frederick Young, M. P. to the Right hon. the President of the Board of Trade, containing certain proposed alterations in the Bill for the Admeasurement of Tonnage, proceeded to examine those several proposed alterations.

Mr. Young says, " In sec. 2, page 2 of the ' printed Bill,' after the words ' equal parts' in line 10, omit all the succeeding words to ' register' in line 29, and insert instead thereof, ' Depths: at each of those points of division measure in feet and decimal parts of a foot, the depths from the under side of the upper deck to the ceiling at the limber strake. In case of a break in the upper deck, the depths are to be measured from a line stretched in continuation of the deck. Breadths: divide each of those five depths into five equal parts, and measure the inside breadth at one-fifth and four-fifths from the upper deck. Length: at half the midship depth, measure the length of the vessel from the after part of the inner stem or apron to the fore part of the inner stern-post; then multiply the sum of the depths by the sum of the breadths, and this product by the length, and divide the final product by which will give the number of tons for register.

" This alteration would obviously promote simplicity of application, which is highly important, not only as calculated to ensure correctness of measurement, but by facilitating the detection of error, it will diminish the chances of fraud. But with respect to the change of taking the breadth at each station, I consider it far more important, because it will leave naval constructors free from inducement to make the sides of vessels straight or even hollow, and to give them a round and flowing form."

On this the Committee have to observe, with regard to the suggestion that the length should be measured from the inner stem or apron to the fore part of the inner stern-post, that the former Committee recommended the measurement to be taken from the stem and stern-post themselves, for the following substantial reason: because they are original and principal parts of the vessel, and because experience has shown, in measurements made at the Custom-house, that frauds to a large extent have been effected by means of pieces subsequently added to the stem and stern-posts.

Secondly, respecting the proposed increase in the number of measurements; it is to be remarked that the leading object of the former Committee was so to frame their rule as to obtain the greatest possible accuracy, by means of the smallest number of measurements; and the success of their efforts is proved by this circumstance, that the result, as deduced by their rule, and that afforded by the proposed additional measurements, do not differ in those vessels on which the experiment has been tried.

And, thirdly, as to the beneficial effect expected from the proposed alterations, namely, that they will leave shipbuilders " free from inducement to make the sides of vessels straight, or even hollow," it has been satisfactorily demonstrated that, so far from the rule proposed by the former Committee having this vicious tendency, any increase in the midship breadth, will on the contrary increase the actual capacity in a higher ratio than it does the register tonnage.

Mr. Young then suggests, that "for measuring ships afloat, the breadth should be taken outside, as in cases where this mode of measurement is unavoidable, it will frequently be impracticable to measure the inside breadth, making such allowance (proportioned to the breadth) for the thickness of the side as may be deemed advisable;" but as the Committee cannot perceive the difficulty of obtaining the inside breadth in every case, and with sufficient ease and accuracy, they therefore do not recommend that this suggestion should be adopted.

Lastly, Mr. Young urges, "that the deduction for the engine-room of steam vessels ought to be the actual space between the bulk-heads; having that space recorded as a description in the register, any alteration of which, without a new register being taken out, to be treated as an intended fraud, and to subject the owners to the same liabilities as other fraudulent alterations." The Committee are so strongly impressed with the belief that some of the trading steam-vessels are in the habit of altering the position of the bulk-heads of the engine room, for the purposes of evasion, that they are of opinion that if the Lords of the Committee of Privy Council for Trade consider that the one-fourth of the tonnage recommended by the former Committee be too small an allowance, they would suggest that that allowance be increased to one-third in the enactments of the Bill.

On a careful review of the whole question, and bearing in mind the intention of the former Committee as above stated, and perceiving that the proposed augmentation of measurements is accompanied by no sensible increase of accuracy, while the labour of measuring each vessel is increased in the proportion of 11 to 15, and being moreover of opinion, as before expressed, that the former rule is not only free from all injurious tendency, but on the contrary, affords direct encouragement to a more advantageous form of construction, the Committee cannot bring themselves to sanction the proposed alterations as improvements of that rule, or to recommend their adoption in the Bill. But on the other hand, if it should be the wish of Government to remove all opposition to the Bill by conceding this latter point, (of increasing the number of measurements), which, though productive of no benefit, would neither be of much detriment, the Committee have hereto annexed such a modification of the former rule as will meet that object.

Divide the length of the upper deck from the after part of the stem to the fore part of the stern-post into six equal parts.

Depths: At each of those points of division measure in feet and decimal parts of a foot the depths from the under side of the upper deck to the ceiling at the limber strake.

In the case of a break in the upper deck, the depths are to be measured from a line stretched in continuation of the deck.

Breadths: Divide each of these depths into five equal parts, and measure the inside breadths at the following points; *videlicet*, at one-fifth and at four-fifths from the upper deck at the foremost and aftermost depths; at two-fifths and at four-fifths from the upper deck at the midship depth; and at one-fifth from the upper deck at each of the two remaining depths.

Length: At half the midship depth, measure the length of the vessel from the after part of the stem to the fore part of the stern-post. Then add twice the midship depth to the depths at the foremost and aftermost points of division, for the sum of the depths; and for the sum of the breadths, add together the upper and lower breadths at the foremost and midship divisions, the upper and twice the lower breadths at the aftermost division, and the single breadth measured at each of the two remaining divisions.

Then multiply the sum of the depths by the sum of the breadths, and this product by the length, and divide the final product by 3,500, which will give the number of tons for register.

(signed) *F. Beaufort*, Chairman.

TONNAGE ADMEASUREMENT BILL.

COPY of a LETTER addressed by *G. F. Young*, Esq., a Member of this House, to the President of the Board of Trade; and of a Correspondence with the Board of Admiralty upon the Tonnage Admeasurement Bill.

Ordered, by The House of Commons, *to be Printed,*
25 *August* 1835.

567.

SHIPS MORTGAGED.

RETURN to an Order of the Honourable The House of Commons,
dated 9th March 1835;—*for*,

A RETURN of the Number of SHIPS mortgaged wholly or in part, in the several Ports of *London*, *Liverpool*, *Newcastle*, *Sunderland* and *Hull*, specifying the Number at each Port, from 5th January 1833 to 5th January 1834; a like Return from 5th January 1834 to 5th January 1835.

	From 5th January 1833 to 5th January 1834.			
	WHOLLY MORTGAGED.		PARTLY MORTGAGED.	
	SHIPS.	TONS.	SHIPS.	TONS.
LONDON - - - -	71	15,578	32	14,642
LIVERPOOL - - -	20	4,987	17	3,144
NEWCASTLE - - -	32	6,117	22	4,508
SUNDERLAND - - -	40	6,831	13	2,187
HULL - - - -	3	150	8	2,254
	From 5th January 1834 to 5th January 1835.			
LONDON - - - -	87	20,671	20	7,630
LIVERPOOL - - -	21	5,175	10	1,919
NEWCASTLE - - -	47	9,750	20	4,134
SUNDERLAND - - -	26	4,461	13	1,819
HULL - - - -	6	405	7	1,694

Custom House, London,
3 April 1835.

J^{no} Covey,
Reg^{r} Gen^{l} Shipping.

SHIPS MORTGAGED.

RETURN of the Number of Ships mortgaged, wholly or in part, in *London*, *Liverpool*, *Newcastle*, *Sunderland* and *Hull*, from 5th January 1833 to 5th January 1835.

(*Mr. A. Chapman.*)

Ordered, by The House of Commons, *to be Printed,*
3 *April* 1835.

126.

TONNAGE OF VESSELS.

AN ACCOUNT in continuation of the Parliamentary Return, No. 5, of the present Session; distinguishing the TONNAGE belonging to the UNITED KINGDOM and its Dependencies, which Entered Inwards and Cleared Outwards, to and from the British Colonies and Possessions, in each of the Years ended 5th January 1834 and 1835, from that Portion of the Tonnage included in the same Return which Entered Inwards and Cleared Outwards during the same Period to and from Foreign Countries, and further distinguishing such Foreign Countries.

	ENTERED INWARDS.				CLEARED OUTWARDS.			
	In the Year ended 5th January				In the Year ended 5th January			
	1834.		1835.		1834.		1835.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
From and to British Colonies and Possessions - -	4,582	981,375	4,920	1,015,885	4,352	765,519	4,392	761,220
From and to Foreign Countries - -	6,407	1,018,555	6,758	1,092,607	5,192	878,375	5,342	879,054
TOTAL - -	10,989	1,999,930	11,678	2,108,492	9,544	1,643,894	9,734	1,640,274
Foreign Countries, viz.								
Russia - - -	1,382	262,569	1,519	297,013	455	88,549	411	82,791
Sweden - - -	58	9,870	96	14,717	43	7,253	77	12,057
Norway - - -	60	5,383	60	6,276	11	1,086	11	987
Denmark - - -	49	5,582	45	5,274	230	39,474	211	37,475
Prussia - - -	254	41,735	193	32,021	80	10,398	63	8,696
Germany - - -	715	106,427	642	103,797	785	120,784	683	113,129
Holland - - -	465	55,063	740	90,790	706	102,108	781	112,923
Belgium - - -	270	28,807	249	28,455	278	25,259	237	23,716
France - - -	508	46,322	599	54,649	596	61,253	754	79,058
Portugal - - -	744	72,827	673	70,448	372	43,029	480	59,619
Spain - - -	517	57,249	459	48,648	145	17,604	106	12,762
Italy - - -	384	58,880	387	58,142	331	48,085	452	68,712
Ionian Islands - -	61	8,076	61	8,368	26	3,581	40	5,465
Turkey - - -	109	15,895	134	18,688	98	14,615	137	20,388
Morea and Greek Islands	11	1,577	16	2,311	11	1,485	8	856
Foreign Possessions in Africa - - -	73	15,222	96	18,799	130	27,057	94	20,586
Foreign Possessions in Asia - - -	37	32,504	41	32,795	44	34,732	34	13,534
Foreign West Indies -	50	9,797	48	9,080	105	19,919	128	23,132
United States of America - - -	264	89,533	281	94,658	432	144,404	338	117,568
Mexico - - -	32	5,814	35	6,893	32	5,262	26	4,904
Guatemala - -	- -	- - -	2	272	—	—	—	—
Columbia - - -	26	4,664	36	7,459	16	3,134	17	3,454
Brazils - - -	182	41,897	140	29,371	189	43,991	162	37,405
Rio-de-la-Plata - -	38	7,184	52	10,120	37	7,355	47	8,996
Chili - - -	14	2,861	27	6,341	24	4,990	28	6,532
Peru - - -	9	1,849	15	2,768	14	2,522	11	2,176
Foreign Settlements on the North-west Coast of America -	1	193	- -	- - -	2	446	—	—
The Whale Fisheries -	94	30,775	105	33,652	- -	- - -	6	2,133
Greenland (with Iceland)	- -	- - -	- -	802	—	—	—	—
TOTAL Foreign Countries -	6,407	1,018,555	6,758	1,092,607	5,192	878,375	5,342	879,054

Custom-house, London,
2 April 1835.

John Covey,
Reg^{r} Gen^{l} of Shipping.

TONNAGE OF VESSELS.

AN ACCOUNT of Tonnage Entered and Cleared to and from British Colonies and Foreign Countries, in the Years 1834 and 1835.

(In continuation of No. 5, Sess. 1835.)

(Mr. G. F. Young.)

Ordered, by The House of Commons, *to be Printed,*
3 *April* 1835.

125.

PORT OF HULL.

RETURN to an Order of the Honourable The House of Commons,
dated 26th February 1835;—*for*

AN ACCOUNT of the Number of VESSELS, and Amount of their TONNAGE, entered Inwards at the Port of *Hull* from all Parts of the World, during the last Year, ending 5th January 1835; specifying the Ports from which the Vessels cleared, and distinguishing the different Nations to which they belonged.

PORTS from which the Vessels cleared.	BRITISH.		FOREIGN.	
	Ships.	Tons.	Ships.	Tons.
RUSSIA; viz.—				
North Ports	245	60,497	35	5,288
Ports on the Black Sea	1	238	—	—
Sweden	60	8,959	31	4,367
Norway	- -	- -	33	2,907
Denmark	4	560	191	13,563
Prussia	12	2,207	68	12,816
Germany; viz.—				
Mecklenburg	- -	- -	9	579
Hanover	3	338	51	2,590
Oldenburg	1	180	33	2,093
Hansetowns	211	31,702	46	3,653
Holland	168	19,908	82	6,166
Belgium	6	678	28	2,569
France	16	1,196	4	310
Portugal	10	926	5	911
Azores	4	308	—	—
Spain	6	570	2	186
Italy; viz.—				
Naples and Sicily	9	1,169	2	233
Austrian Territories	1	99	5	1,375
Ionian Islands	8	974	—	—
Sierra Leone	1	395	—	—
British North Colonies; viz.—				
Canada	40	14,616	—	—
New Brunswick	32	10,597	—	—
Nova Scotia	8	2,365	—	—
British West Indies; viz.—				
Honduras	1	249	—	—
United States of America	- -	- -	1	298
Rio de la Plata	1	150	—	—
Greenland Fishery	26	8,568	—	—
Guernsey	20	1,491	—	—
TOTAL	894	168,940	626	59,904

77.

NATIONS to which the Vessels in the foregoing Account belonged.

	Ships.	Tons.
United Kingdom	894	168,940
Russia	16	3,605
Sweden	31	4,395
Norway	45	3,826
Denmark	207	14,825
Prussia	64	12,951
Germany	156	10,062
Holland	72	5,603
Belgium	21	1,909
France	4	310
Spain	1	86
Italian States	6	1,481
United States of America	3	851
TOTAL	1,520	228,844

Custom House, London,
7 March 1835.

Jno. Covey,
Reg^r Gen^l of Shipping.

PORT OF HULL.

AN ACCOUNT of the Number of VESSELS entered Inwards at the Port of *Hull* during the last year, ending 5th January 1835.

(*Mr. Hutt.*)

Ordered, by The House of Commons, *to be Printed,*
23 *March* 1835.

77.

571

TONNAGE OF VESSELS—(IRELAND.)

RETURN to an Order of The Honourable House of Commons, dated 3d March 1835;—*for*,

AN ACCOUNT of the Number of VESSELS with their TONNAGE and CARGOES* entered INWARDS and cleared OUTWARDS at each and every Port in *Ireland*, in the five years ending 5th January 1835; distinguishing the REGISTERED VESSELS and TONNAGE of each PORT, the BRITISH and FOREIGN SHIPS, the STEAM BOATS, COLLIERS and COASTERS, trading from and to *Great Britain*, and from and to *Irish* Ports; as also the Number of FISHING SMACKS and WHERRIES belonging to each Port respectively.

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* It is not practicable to comply with the Order of The Honourable House in that Clause of it which requires the Cargoes of the Vessels to be exhibited. The record which is kept of Goods imported and exported is necessarily constructed without any view to the distinction of Ports, and is confined to the Foreign Commerce of the Country, excluding the Coasting Trade, strictly so called, as well as the Trade between Great Britain and Ireland, which by law is assimilated to a Coasting Traffic.

Of that portion of the Commerce of Ireland which the record embraces, an Abstract will be found among the Annual Accounts of Trade and Navigation laid before The Honourable House under the Act 42 Geo. III. c. 70, in which Abstract the Imports and Exports of the Irish Ports collectively are shown, with the specification of the principal Articles.

Note.—No distinct Account is kept of the Number of Fishing Smacks and Wherries belonging to each Port.

(Mr. Finn.)

Ordered, by The House of Commons, *to be Printed,*
31 *March* 1835.

AN ACCOUNT of the Number of VESSELS with their TONNAGE entered five Years ending 5th January 1835; distinguishing the REGISTERED VESSELS BOATS, COLLIERS and COASTERS trading from and to *Great Britain*, and from

PORTS of IRELAND.	YEAR ENDED - - - -							
	VESSELS ENTERED INWARDS AND - -							
	IN THE FOREIGN TRADE - - - -							
	INWARDS.				OUTWARDS.			
	British.		Foreign.		British.		Foreign.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
BALTIMORE - - -	5	733	2	292	- -	- -	- -	- -
Belfast - - - -	153	27,970	18	4,276	85	16,369	12	3,664
Coleraine - - -	14	2,052	1	99	- -	- -	- -	- -
Cork - - - -	110	20,725	43	4,453	47	7,786	39	4,018
Drogheda - - -	19	2,794	- -	- -	- -	- -	- -	- -
Dublin - - - -	219	40,061	35	5,575	56	12,262	19	2,553
Dundalk - - - -	12	1,867	11	2,167	2	425	- -	- -
Galway - - - -	15	2,604	1	206	1	198	1	206
Limerick - - - -	41	8,756	4	576	4	831	3	435
Londonderry - - -	48	8,724	16	2,265	11	2,492	2	197
Newry - - - -	56	7,414	6	1,160	21	2,369	1	178
Sligo - - - -	42	5,382	7	1,116	- -	- -	3	434
Waterford - - -	52	10,238	1	90	28	5,684	1	90
Westport - - -	3	571	1	120	1	170	- -	- -
Wexford - - -	15	2,671	1	136	2	508	- -	- -
TOTAL - - -	804	142,562	147	22,531	258	49,094	81	11,775
	YEAR ENDED - - - -							
Baltimore - - -	6	1,505	- -	- -	1	233	- -	- -
Belfast - - - -	119	22,486	28	5,425	82	18,541	10	2,985
Coleraine - - -	9	843	3	374	- -	- -	- -	- -
Cork - - - -	125	24,615	35	4,088	42	6,266	27	2,671
Drogheda - - -	12	1,817	1	100	1	205	- -	- -
Dublin - - - -	208	35,772	44	7,221	72	14,589	13	1,867
Dundalk - - - -	12	1,755	13	2,222	- -	- -	- -	- -
Galway - - - -	11	1,556	2	365	3	387	- -	- -
Limerick - - -	43	10,596	2	392	3	830	2	392
Londonderry - - -	27	4,782	10	1,504	8	1,640	2	349
Newry - - - -	57	7,769	12	2,190	23	3,039	3	899
Sligo - - - -	27	3,507	9	1,151	1	156	1	80
Waterford - - -	60	10,434	12	1,777	41	8,683	1	218
Westport - - -	3	550	- -	- -	- -	- -	- -	- -
Wexford - - - -	12	2,211	2	418	1	254	- -	- -
TOTAL - - -	731	130,198	173	27,227	278	54,823	59	9,461
	YEAR ENDED - - - -							
Baltimore - - -	1	207	1	180	2	440	- -	- -
Belfast - - - -	141	26,857	13	2,537	81	19,193	6	1,803
Coleraine - - -	14	1,861	2	211	- -	- -	- -	- -
Cork - - - -	137	28,240	20	2,603	47	8,562	9	1,012
Drogheda - - -	6	1,043	4	685	- -	- -	- -	- -
Dublin - - - -	209	38,167	16	2,823	56	10,493	3	251
Dundalk - - - -	6	966	5	886	- -	- -	- -	- -
Galway - - - -	12	2,199	1	184	4	723	1	184
Limerick - - -	68	15,742	4	856	7	1,545	3	521
Londonderry - - -	47	8,627	12	1,683	15	4,110	1	211
Newry - - - -	46	8,482	8	1,375	11	2,703	- -	- -
Sligo - - - -	30	4,573	16	1,912	- -	- -	- -	- -
Waterford - - -	69	14,533	5	1,077	40	9,257	- -	- -
Westport - - -	2	356	1	60	2	427	- -	- -
Wexford - - -	12	2,350	3	579	2	360	- -	- -
TOTAL - - -	800	154,203	111	17,651	267	57,813	23	3,982

INWARDS and cleared OUTWARDS at each and every Port in *Ireland*, in the and TONNAGE of each PORT, the BRITISH and FOREIGN SHIPS, the STEAM and to *Irish* Ports.

- - - - - 5 JANUARY 1831.

- - CLEARED OUTWARDS WITH CARGOES.

- - - STEAM VESSELS, COLLIERS AND COASTERS.

From and to Great Britain.				From and to Irish Ports.				VESSELS belonging to and registered at the several PORTS of IRELAND.	
Inwards.		Outwards.		Inwards.		Outwards.			
Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
87	4,829	96	5,837	229	6,512	260	6,571	90	2,707
2,609	218,401	1,419	147,042	259	19,573	283	20,298	251	25,453
154	6,272	113	4,885	34	1,179	32	1,093	10	409
1,778	166,231	1,039	95,183	458	18,618	566	22,236	258	16,510
470	41,630	325	37,829	21	1,012	13	768	31	2,396
3,299	389,444	1,374	210,271	527	35,468	613	35,042	280	22,501
465	41,286	464	49,196	20	1,117	30	1,250	8	435
100	9,706	95	9,944	18	1,490	9	348	18	894
447	50,745	457	51,953	81	4,231	67	4,067	47	2,060
544	47,573	479	41,399	68	3,515	36	1,587	31	4,314
1,040	70,931	631	49,977	179	10,433	332	16,428	161	7,761
294	26,779	412	34,298	53	3,069	49	1,839	17	1,140
1,273	122,058	945	102,394	131	6,305	160	5,174	81	8,085
42	5,735	97	8,508	7	608	2	123	6	187
737	39,883	509	32,249	305	5,391	260	8,714	135	6,968
13,339	1,241,501	8,455	880,965	2,390	118,521	2,712	125,538	1,424	101,820

- - - - - - 5 JANUARY 1832

Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
54	3,958	73	5,397	186	5,435	336	9,258	85	2,708
2,495	208,983	1,448	136,093	269	17,191	290	19,323	255	26,650
189	6,558	175	6,977	32	922	23	593	13	572
2,059	188,929	1,207	115,417	453	18,539	688	25,386	265	17,153
468	41,349	449	49,687	17	916	10	423	32	2,419
3,358	390,656	1,613	227,285	568	31,108	684	31,385	306	24,052
485	39,173	432	40,094	10	428	18	1,292	7	447
83	7,481	121	11,499	14	589	5	269	18	1,154
464	50,294	513	57,633	75	4,886	44	2,119	50	2,256
627	54,807	522	42,946	67	4,148	25	1,405	31	4,141
919	66,981	592	50,441	84	3,229	243	9,324	157	7,912
351	26,272	402	31,233	43	3,612	48	1,464	16	1,134
1,330	135,984	968	108,987	122	5,929	163	6,992	97	9,419
114	10,005	88	7,582	45	2,956	5	324	5	96
488	30,791	426	29,857	63	2,662	157	6,554	110	6,461
13,484	1,262,221	9,029	921,128	2,048	102,550	2,739	116,111	1,447	106,574

- - - - - - 5 JANUARY 1833.

Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
75	5,086	100	7,682	308	10,158	324	8,812	85	2,489
2,552	213,248	1,378	150,536	235	17,152	255	17,321	255	25,151
98	4,259	96	4,553	5	559	6	572	11	292
2,335	222,459	1,287	127,628	586	23,565	760	29,128	275	18,019
526	44,770	429	49,286	15	748	8	373	33	2,715
3,802	418,383	1,475	187,589	663	36,866	538	29,523	299	22,972
483	39,340	423	39,453	7	341	26	1,365	9	534
83	8,319	125	13,169	16	875	4	321	16	940
471	51,589	664	77,385	31	1,472	36	1,970	47	2,607
579	58,460	521	48,773	58	3,572	34	1,530	42	6,262
1,243	83,544	810	63,984	139	5,512	392	13,435	148	7,283
263	22,504	427	34,284	38	2,716	23	882	16	1,134
1,617	166,780	1,129	126,967	151	6,963	174	6,557	106	11,455
120	11,532	122	11,360	11	789	6	257	5	97
525	34,625	388	27,832	66	2,775	168	7,194	109	6,178
14,772	1,384,898	9,374	970,481	2,329	114,063	2,754	119,240	1,456	108,128

Account of the Number of Vessels with their Tonnage and Cargoes entered Inwards and cleared

PORTS of IRELAND.	YEAR ENDED - - - -							
	VESSELS ENTERED INWARDS AND - -							
	IN THE FOREIGN TRADE - - - -							
	INWARDS.				OUTWARDS.			
	British.		Foreign.		British.		Foreign.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
Baltimore - - -	3	561	1	180	- -	- -	- -	- -
Belfast - - - -	153	30,733	15	2,395	98	19,620	6	1,017
Coleraine - - -	10	1,554	3	408	- -	- -	- -	- -
Cork - - -	147	29,006	18	2,190	70	9,139	11	1,227
Drogheda - - -	16	2,785	4	580	- -	- -	- -	- -
Dublin - - - -	237	45,247	35	6,550	59	12,451	7	1,047
Dundalk - - - -	5	892	6	1,324	- -	- -	2	394
Galway - - - -	15	3,050	4	737	6	1,138	3	551
Limerick - - - -	49	11,710	3	450	3	506	1	185
Londonderry - - -	39	8,088	18	3,206	20	6,061	2	784
Newry - - - -	41	8,774	8	1,366	11	2,698	1	196
Sligo - - - -	23	3,293	14	1,897	1	135	3	411
Waterford - - -	82	17,200	4	531	37	7,183	- -	- -
Westpord - - -	5	865	2	188	- -	- -	- -	- -
Wexford - - - -	14	2,695	1	196	1	254	- -	- -
TOTAL - - -	839	166,453	136	22,198	298	59,185	36	5,812
	YEAR ENDED - - - -							
Baltimore - - -	6	1,020	1	180	- -	- -	- -	- -
Belfast - - - -	152	31,058	26	4,201	69	16,988	6	1,403
Coleraine - - -	14	2,255	1	97	- -	- -	- -	- -
Cork - - - -	155	27,721	31	3,587	65	9,951	18	2,201
Drogheda - - -	14	2,385	3	600	2	56	- -	- -
Dublin - - - -	211	36,024	27	5,456	53	9,009	7	1,184
Dundalk - - - -	7	1,167	2	475	1	106	- -	- -
Galway - - - -	15	2,273	3	421	6	1,044	2	301
Limerick - - - -	54	12,100	- -	- -	6	1,155	- -	- -
Londonderry - - -	48	8,795	9	1,611	15	4,179	1	690
Newry - - - -	30	6,297	10	1,516	4	1,501	- -	- -
Sligo - - - -	28	4,181	19	2,682	1	218	1	191
Waterford - - -	57	11,489	5	984	28	4,658	1	169
Westport - - - -	4	859	- -	- -	1	257	- -	- -
Wexford - - - -	21	3,689	2	378	- -	- -	- -	- -
TOTAL - - -	816	151,313	139	22,188	251	49,122	36	6,139

Office of Registrar General of Shipping,
Custom House, London,
30 March 1835.

Outwards at each and every Port in *Ireland*, in the five Years ending 5th January 1835—*continued.*

5 JANUARY 1834.								VESSELS belonging to and registered at the several PORTS of IRELAND.	
CLEARED OUTWARDS WITH CARGOES.									
STEAM VESSELS, COLLIERS AND COASTERS.									
From and to Great Britain.				From and to Irish Ports.					
Inwards.		Outwards.		Inwards.		Outwards.			
Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
81	5,418	145	9,177	131	3,512	249	6,119	84	2,425
2,789	242,690	1,483	155,727	284	19,818	299	18,967	265	25,912
184	7,366	112	4,701	30	1,103	28	641	11	257
2,114	211,206	1,265	137,396	587	23,659	745	26,427	279	18,092
523	47,900	425	51,200	23	1,033	11	403	36	3,226
3,765	422,492	1,512	212,086	593	33,812	584	31,797	310	24,021
436	36,156	341	31,787	7	439	36	2,221	9	534
105	10,082	131	14,079	10	602	13	573	9	315
453	49,392	574	66,795	35	1,521	31	1,995	55	3,244
544	60,628	490	50,022	63	3,251	50	2,930	41	5,750
1,116	78,352	836	65,275	54	2,735	367	12,693	147	7,632
314	26,436	443	38,396	27	1,988	35	1,135	17	1,432
1,390	157,274	1,016	127,032	86	3,731	169	6,232	105	10,904
83	6,906	135	12,191	8	366	4	168	5	97
581	37,570	362	25,944	76	3,321	185	8,655	109	6,405
14,478	1,399,868	9,270	1,001,808	2,014	100,891	2,806	120,956	1,482	110,246
5 JANUARY 1835.									
87	6,913	135	10,442	106	2,978	223	5,874	84	2,360
2,955	258,817	1,568	162,218	289	21,585	330	22,659	281	30,259
160	6,496	150	6,421	51	2,826	29	1,229	13	302
2,174	223,088	1,361	149,955	618	25,895	714	28,567	298	20,640
494	46,871	462	61,239	52	2,766	23	1,129	40	3,763
3,808	450,673	1,557	218,167	518	36,010	645	37,519	299	23,412
530	44,785	427	40,598	27	1,398	44	2,257	10	560
119	12,215	126	14,492	16	700	19	1,039	7	272
406	45,500	541	64,150	49	2,314	44	2,053	64	4,149
587	60,205	568	58,304	62	3,521	78	4,198	42	5,677
1,239	89,542	942	71,195	72	5,162	339	14,320	150	7,577
323	29,082	485	43,196	31	2,603	23	764	16	1,476
1,376	154,004	1,028	123,879	132	6,136	170	6,848	115	11,986
80	7,308	143	13,880	17	893	10	250	6	123
529	33,755	303	23,630	54	2,424	177	8,229	111	6,842
14,867	1,469,254	9,796	1,061,766	2,094	117,211	2,868	136,935	1,536	119,398

Jno. Covey,
Registrar General of Shipping.

TONNAGE OF VESSELS—(IRELAND.)

AN ACCOUNT of the Number of Vessels with their Tonnage entered Inwards and cleared Outwards in the last five Years, ending 5th January 1835.

(*Mr. Finn.*)

Ordered, by The House of Commons, *to be Printed,*
31 *March* 1835.

107.

MEMEL AND DANTZIG TRADE.

RETURN to an Order of the Honourable The House of Commons,
dated 10 July 1835;—*for*,

A RETURN of the Names and Tonnage of all Ships Entered Inwards in the Port of *London*, from *Memel* and *Dantzig*, during the present Year, with the date of Entry of each; distinguishing British from Foreign Ships.

DATE OF ENTRY.	SHIPS' NAMES.	FROM WHENCE.	TONNAGE.
1835:	BRITISH SHIPS:		
March 9	Ceres	Memel and Dantzig	143
April 5	King	Dantzig	250
May 8	George the Fourth	Memel	228
„ „	Thames	Dantzig	351
„ 9	Ranger	ditto	319
„ 11	Falloden	ditto	264
„ 15	Amazon	Memel	292
„ 16	James and Ann	ditto	255
„ 21	X. L.	ditto	213
„ 25	Liddell	Dantzig	328
„ „	Rising Sun	ditto	305
„ 26	Commerce	Memel	251
„ 30	Ocean	ditto	270
„ „	Young Regulus	ditto	227
	FOREIGN SHIPS:		
January 19	Dantzig Packet	Dantzig	240
March 18	Charlotta	Memel	478
„ 19	Paulina	Dantzig	280
„ 21	Devotion	ditto	228
„ 23	Helene	Memel	340
„ 24	Amalia	Dantzig	320
„ 25	Argo	ditto	206
„ „	London Packet	ditto	191
„ 28	Najade	Memel	291
„ 30	Copernicus	ditto	277
„ „	Eliza	ditto	212
„ „	Frederick August	ditto	287
„ „	Resource	ditto	338
April 20	Biene	Dantzig	300
May 2	Oliva	ditto	312
„ 6	Diligence	ditto	262
„ „	Lachs	ditto	462
„ 7	Dantzig	ditto	596
„ „	Richard	ditto	260
„ 9	Freundschaft	ditto	259
„ 11	Rudolph Christian	Memel	288
„ 12	Carl Heinrich	Dantzig	179
„ „	Helene	Memel	340
„ 13	Sophia	ditto	200
„ 18	Eliza	ditto	212
„ „	Resource	ditto	338
„ 19	Julie & Marie	ditto	226
„ „	Victoria	Dantzig	343
„ 20	Copernicus	Memel	277
„ 23	Amphitrite	ditto	300
„ 25	Bertha	ditto	275
„ 29	Louse	ditto	170
June 6	Gluckauf	Dantzig	155
„ 11	Ringende Jacob	Memel	200
„ 18	Charlotte	Dantzig	478
„ „	Kleine Marie	Memel	93
„ 30	Lucinde	Dantzig	185
„ „	Paulina	ditto	283
July 1	Nord Stern	ditto	520
„ 6	Scotia	Memel	200
„ 8	Juno	Dantzig	206
„ „	Pregal	Memel	181

Custom House, London,
16 July 1835.

Jno Covey,
Regr. Genl. of Shipping.

454.

MEMEL AND DANTZIG TRADE.

A RETURN of the NAMES and TONNAGE of all SHIPS Entered Inwards in the Port of *London*, from *Memel* and *Dantzig* during the present Year.

(*Mr. George Frederick Young.*)

Ordered, by the House of Commons, *to be Printed,*
31 *July* 1835.

454.

STOCKTON-UPON-TEES NAVIGATION AND COMMERCE.

RETURN to several Orders of The Honourable the House of Commons, dated 14 May 1835;—*for*,

1.—A RETURN of the Number of VESSELS and the TONNAGE thereof which have been entered Inwards and Outwards bound, at the CUSTOM HOUSE of *Stockton-upon-Tees*, in each Year since the Year 1820; distinguishing the Foreign and Colonial from the Coasting or Home Trade.

2.—A RETURN of the Number of VESSELS and TONNAGE thereof, registered in and belonging to the said Port in the same Years.

3.—A RETURN of the AMOUNT received as CUSTOMS, and the AMOUNT received as TEES NAVIGATION DUES in the said Years; distinguishing the AMOUNTS of said TEES NAVIGATION DUES on VESSELS in the Foreign and Colonial Trade, from those employed in the Coasting or Home Trade.

— 1. —

YEARS	FOREIGN AND COLONIAL TRADE.				COASTING OR HOME TRADE.			
	INWARDS.		OUTWARDS.		INWARDS.		OUTWARDS.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
1821	45	5,765	9	651	281	22,162	321	26,305
1822	60	8,353	16	1,366	257	21,021	284	23,418
1823	73	10,018	11	1,070	269	21,420	287	23,526
1824	86	11,591	9	1,253	298	20,771	250	18,365
1825	83	11,268	1	226	283	20,099	257	18,485
1826	52	6,980	10	1,196	210	15,813	356	25,027
1827	71	10,014	12	1,579	293	21,340	592	42,628
1828	75	10,017	15	1,392	274	20,335	850	65,444
1829	79	11,606	18	2,437	307	21,973	645	48,590
1830	89	11,442	12	960	435	30,019	1,240	107,089
1831	96	12,328	18	1,778	507	41,906	2,104	183,171
1832	105	15,646	15	1,736	458	39,530	2,560	276,920
1833	92	13,828	33	4,427	419	36,814	2,122	244,223
1834	70	10,347	52	6,220	380	34,262	2,273	272,366

— 2. —

	Number of Vessels.	Tonnage.
Year ended 31st December 1821 - - -	55	5,391
– Ditto – 1822 - - -	57	5,731 $\frac{16}{94}$
– Ditto – 1823 - - -	54	5,296 $\frac{8}{94}$
– Ditto – 1824 - - -	57	5,848 $\frac{73}{94}$
– Ditto – 1825 - - -	59	5,701 $\frac{8}{94}$
– Ditto – 1826 - - -	63	6,188 $\frac{13}{94}$
– Ditto – 1827 - - -	66	6,434 $\frac{91}{94}$
– Ditto – 1828 - - -	73	6,519 $\frac{83}{94}$
– Ditto – 1829 - - -	74	7,295 $\frac{12}{94}$
– Ditto – 1830 - - -	70	6,895 $\frac{90}{94}$
– Ditto – 1831 - - -	80	7,970
– Ditto – 1832 - - -	86	8,998
– Ditto – 1833 - - -	79	8,050
– Ditto – 1834 - - -	89	9,968

Custom House, 22 May 1835.

John Moyle, Collector.
W. J. Williams, Comptroller.

— 3. —

CUSTOMS.

	£.	s.	d.
Year ended 5th Jan. 1822 -	9,109	1	2½
Ditto - 1823 -	12,800	2	5
Ditto - 1824 -	15,660	15	6½
Ditto - 1825 -	20,295	–	2¾
Ditto - 1826 -	36,257	10	6
Ditto - 1827 -	37,025	13	9½
Ditto - 1828 -	37,024	10	–
Ditto - 1829 -	36,798	1	7
Ditto - 1830 -	38,446	4	7
Ditto - 1831 -	45,721	10	7
Ditto - 1832 -	43,944	17	–
Ditto - 1833 -	56,510	16	2
Ditto - 1834 -	54,915	17	8
Ditto - 1835 -	47,878	11	1

John Moyle, Collector.

W. J. Williams, Comptroller.

Custom House, 22 May 1835.

TEES NAVIGATION.

——	TOTAL DUES received.			On Vessels in the Foreign and Colonial Trade.			On Vessels in the Coasting or Home Trade.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Years ending 30th April 1821	1,248	2	6	281	12	6	966	10	–
Ditto - 1822	1,373	4	6	376	6	–	996	18	6
Ditto - 1823	1,340	5	9	411	18	3	928	7	6
Ditto - 1824	1,494	10	3	581	8	9	913	1	6
Ditto - 1825	1,594	7	3	543	6	3	1,051	1	–
Ditto - 1826	1,543	12	5	495	18	5	1,047	14	–
Ditto - 1827	1,474	12	6	254	15	6	1,219	17	–
Ditto - 1828	1,943	7	1	466	14	1	1,476	13	–
Ditto - 1829	2,061	16	1	500	4	7	1,561	11	6
Ditto - 1830	1,967	4	7	480	12	4	1,486	12	3
Ditto - 1831	3,013	5	6	588	16	9	2,424	8	9
Ditto - 1832	4,387	6	3	507	15	9	3,879	10	6
Ditto - 1833	5,295	13	9	566	10	6	4,729	3	3
Ditto - 1834	4,290	9	–	671	7	3	3,619	1	9
Ditto - 1835	5,269	15	6	552	14	3	4,717	1	3

N.B.—The Tees Navigation Company hold their Annual General Meetings on the first Tuesday in May in each year, and their Accounts are made up to 30th April preceding.

At the Annual General Meeting of the Tees Navigation Company, held on the 5th May 1835, it was ordered, that the dues payable for Coals going foreign, should be reduced from 6*d.* per Ton to 3*d.* per Ton, being the same rate as Coals carried Coastwise.

Nath. Thompson, Treasurer.

Stockton, 25 May 1835.

344.

STOCKTON-UPON-TEES NAVIGATION AND COMMERCE.

RETURNS of the Number of VESSELS and the TONNAGE thereof, entered Inwards, &c.; and of the Number registered; also, of the Amount received as CUSTOMS, and the Amount received on TEES NAVIGATION, since the Year 1820.

(*Mr. Pease.*)

Ordered, by The House of Commons, to be Printed
1 July 1835.

SOAP.

RETURN to several Orders of The Honourable the House of Commons,
dated 6 March 1835;—*for*,

— 1. —

AN ACCOUNT of all Soap made in each Town of *Great Britain*; distinguishing Hard from Soft, from 5 January 1834 to 5 January 1835.

— 2. —

AN ACCOUNT of Soap Exported; specifying the Port from whence shipped, and the Amount of Drawback paid thereon, from 5 January 1834 to 5 January 1835.

— 3. —

AN ACCOUNT of all Allowances and Drawbacks made to the Manufacturers of Woollens, Linens and Silks, from 5 January 1834 to 5 January 1835.

— 4. —

AN ACCOUNT of all Soap Exported to *Ireland*, Hard and Soft; the Port from whence shipped; and the Amount of Drawback paid thereon, from 5 January 1834 to 5 January 1835.

— 5. —

AN ACCOUNT, from 1 January 1834 to 1 January 1835, of the Names of all Persons convicted of Defrauding the Revenue arising from the Duties on Soap; the Dates of the Convictions; the Amount of the several Penalties; the Amount paid to the Seizing Officer; and also the Names, Dates, Amount of Penalties, &c. of all the Cases which have been compromised.

(*Lord Viscount Lowther.*)

Ordered, by The House of Commons, *to be Printed,*
24 *March* 1835.

— 1. —

AN ACCOUNT of all Soap made in each Town of *Great Britain*; distinguishing Hard from Soft, from 5 January 1834 to 5 January 1835.

ENGLAND.

COLLECTIONS.	TOWNS.	YEAR ended 5 January 1835.	
		Hard Soap.	Soft Soap.
		Lbs.	*Lbs.*
Barnstaple	Dunster	3,624	—
	Stogumber	4,349	—
Bath	Bath	560,643	—
	Trowbridge	9,494	—
	Chippenham	12,076	—
	Warminster	31,919	—
Bedford	Towcester	228,579	—
Bristol	Bristol	8,175,696	289,456
Cambridge	Cambridge	30,061	—
Canterbury	Canterbury	337,252	—
	Margate	18,817	—
Chester	Chester	402,733	—
Coventry	Leicester	17,447	—
Cumberland	Whitehaven	231,480	—
Derby	Derby	201,325	—
Dorset	Dorchester	96,412	—
	Blandford	14,889	—
	Sturminster	2,185	—
	Castle Carey	16,888	—
Essex	Maldon	171,389	—
Exeter	Honiton	4,429	—
	Sidmouth	3,831	—
	Exeter	22,731	—
	Topsham	1,948	—
Gloucester	Gloucester	1,424,708	—
	Shipston	3,073	—
	Stroud	32,896	—
	Thornbury	87,325	—
	Cricklade	2,780	—
Grantham	Grantham	2,957	—
	Stamford	471,548	—
	Bourn	42,507	—
Halifax	Halifax	119	—
Hants	Fareham	101,955	—
	Gosport	65,513	—
	Petersfield	4,537	—
	Portsmouth	524,763	—

COLLECTIONS.	TOWNS.	YEAR ended 5 January 1835.	
		Hard Soap.	Soft Soap.
		Lbs.	*Lbs.*
Hertford	Barking	57,351	—
	Bow	32,350	—
	Edgeware	27,212	—
Hull	Hull	3,378,925	760,608
	Bridlington	42,986	—
Isle of Wight	Newport	7,637	—
Lancaster	Lancaster	108,043	—
	Preston	445,465	—
	Chorley	102,024	—
	Haslington	364,566	—
Leeds	Leeds	490,382	—
	Wakefield	534,011	—
	Barnsley	102,543	—
	Bradford	5,802	249,417
Lichfield	Birmingham	279,193	704
Lincoln	Louth	224,447	—
	Spilsby	22,856	—
	Lincoln	111,882	—
Liverpool	Liverpool	37,806,923	4,726,290
Lynn	Holt	62,853	—
Newcastle	Newcastle	6,992,960	—
	North Shields	500,924	—
	Berwick	215,264	—
Northampton	Oakham	14,598	—
Northwich	Northwich	18,120	—
	Warrington	2,447,790	—
	Runcorn	7,492,063	—
Norwich	Norwich	1,167,110	—
Oxford	Fairford	4,364	—
	Burford	2,374	—
	Witney	15,908	—
Plymouth	Devonport	31,889	—
	Plymouth	2,910,089	—
	Newton	2,889	—
Reading	Wallingford	26,477	—
	Wallington	3,754	—
Rochester	Deptford	283,435	—
	Rochester	39,956	—

COLLECTIONS.	TOWNS.	YEAR ended 5 January 1835.	
		Hard Soap.	Soft Soap.
		Lbs.	*Lbs.*
Sheffield -	Sheffield -	536,472	—
	Bawtry - -	6,884	—
Stourbridge -	Bridgenorth -	30,781	—
	Dudley - -	4,867,187	—
Suffolk - -	Clare - -	215,894	—
	Nayland -	68,813	—
	Ipswich -	1,010,988	—
Surrey - -	Staines - -	19,972	—
	Croydon -	28,619	—
	Brompton -	1,579,122	—
	Brentford -	5,357,487	—
	Hammersmith	31,560	—
Sussex - -	Arundel -	345,344	—
	Horsham -	74,524	—
	Lewes - -	406,820	—
Wales, East -	Bridgend -	224	—
	Llanelly -	40	—
Wellington -	Bridgewater -	22,177	—
	Taunton -	65,103	—
	Wellington -	4,825	—
	Uffculm -	7,905	—
	Collumpton -	26,677	—
	Ilminster -	3,843	—
	Langport -	4,300	—
	Sherborne -	6,491	—
Worcester -	Stratford -	13,539	—
	Pershore -	20,570	—
	Bromsgrove -	4,707,949	—
York - -	Selby - -	113,421	—
	COUNTRY - - -	99,319,824	6,026,475
	LONDON - - -	32,659,609	1,081,750
	TOTAL ENGLAND - - -	131,979,433	7,108,225

SCOTLAND.

COLLECTIONS.	TOWNS.	YEAR ended 5 January 1835.	
		Hard Soap.	Soft Soap.
		Lbs.	*Lbs.*
Aberdeen -	Aberdeen -	465,127	175,759
Ayr - -	Ayr - -	26,818	57,229
	Paisley - -	842,262	603,397
	Greenock -	63,488	—
Dumfries -	Stranraer -	13,229	—
Edinburgh -	Leith - -	1,846,517	125,473
Fife - -	Dunfermline -	270,421	—
Glasgow -	Glasgow -	6,493,136	2,274,098
Haddington -	Dunbar -	28,205	—
	Prestonpans -	594,311	—
	Musselburgh -	590,439	11,244
Montrose -	Montrose -	374,895	—
Stirling -	Stirling - -	316,616	—
	TOTAL SCOTLAND - - -	11,925,464	3,247,200

TOTALS COLLECTED.

	HARD SOAP.	SOFT SOAP.
	Lbs.	*Lbs.*
ENGLAND - - - - - -	131,979,433	7,108,225
SCOTLAND - - - - - -	11,925,464	3,247,200
GREAT BRITAIN - - - - -	**143,904,897**	**10,355,425**

Excise Office, London,
1 May 1835.

G. A. Cottrell,
First Genl Acct.

2.—AN ACCOUNT of Soap Exported; specifying the Port from whence shipped, and the Amount of Drawback paid thereon, from 5 January 1834 to 5 January 1835.

PORTS.	YEAR ended 5 January 1835.				
	Pounds Weight of Soap Exported to Foreign Parts.		AMOUNT of DRAWBACK.		
	HARD.	SOFT.			
			£.	s.	d.
Aberdeen	35,896	- - -	224	7	–
Bristol	149,234	- - -	932	14	3
Dundee	56,480	- - -	353	–	–
Glasgow	51,519	96	322	7	10 ½
Greenock	225,128	306	1,408	6	6
Hull	24,666	256	155	4	7
Leith	124,542	128	778	18	5
Liverpool	10,245,234	6,168	64,058	8	3
London	1,257,571	1,504	7,923	12	10
Newcastle	237,496	- - -	1,484	7	–
Plymouth	25,428	- - -	158	18	6
Southampton	7,015	- - -	43	16	10 ½
Sunderland	766	- - -	4	15	9
Whitehaven	18,772	- - -	117	6	6
Total - - -	12,459,747	8,458	77,966	4	4

Excise Office, London, 1 May 1835.

G. A. Cottrell,
First Gen^{l} Acc^{t}.

3.—AN ACCOUNT of all Allowances and Drawbacks made to the Manufacturers of Woollens, Linens and Silks, from 5 January 1834 to 5 January 1835.

YEAR ended 5 January	Amount of Allowances made to the Manufacturers of												TOTAL.		
	WOOLLENS.			LINENS.			SILKS.			FLAX or COTTON.					
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
1835 -	35,680	1	11	509	18	4	9,916	13	1	10,966	–	5	57,072	13	9

Excise Office, London, 1 May 1835.

G. A. Cottrell,
First Gen^{l} Acc^{t}.

4.—AN ACCOUNT of all Soap Exported to *Ireland*, Hard and Soft; the Port from whence shipped; and the Amount of Drawback paid thereon, from 5 January 1834 to 5 January 1835.

PORTS.	YEAR ended 5 January 1835.				
	Pounds Weight of Soap Exported to Ireland.		AMOUNT of DRAWBACK.		
	HARD.	SOFT.			
			£.	s.	d.
Bristol	1,965	4,480	30	18	11 ½
Glasgow	- - -	1,600	6	13	4
Liverpool	11,067,847	47,524	69,372	1	2 ½
London	99,114	- - -	626	3	3
Runcorn	89,600	- - -	560	–	–
Total - - -	11,258,526	53,604	70,595	16	9

Excise Office, London, 1 May 1835.

G. A. Cottrell,
First Gen^{l} Acc^{t}.

5.—AN ACCOUNT, from 1 January 1834 to 1 January 1835, of the Names of all Persons convicted of Defrauding the Revenue arising from the DUTIES on SOAP; the Dates of the Convictions; the Amount of the several Penalties; the Amount paid to the Seizing Officer; and also the Names, Dates, Amount of Penalties, &c. of all the Cases which have been compromised.

NAMES of the Persons convicted.	DATE of Conviction.	AMOUNT of Penalty.		AMOUNT paid to the Revenue.			AMOUNT paid to the Seizing Officer.			AMOUNT com-promised.			——
	1834:	£.	s.	£.	s.	d.	£.	s.	d.	£.	s.	d.	
Cartlege, John	Hilary Term	100	–	-		-	-		-	-		-	Imprisoned.
Hobbs, James	Trinity ditto	150	–	150	–	–		—			—		
James, William	Hilary ditto	150	–	150	–	–		—			—		
Poole, Edgar Skilton, John	25 January	-	-	150	–	–	23	7	–	150	–	–	
Green, Thomas	14 January	-	-	50	–	–	19	9	3½	50	–	–	
Threfall, John, and four others	Trinity Term	350	–	350	–	–	-		-	-		-	- - Penalty only recently paid; and sum payable to the seizing officer not yet ascertained.
Delahoyd, John, Keen, John, and five others	ditto	100	–	-		-	-		-	-		-	- - Proceedings for the recovery of the penalty suspended.
Jenkins, William	21 August	12	10	12	10	–	6	5	–		—		
Carson, James	14 October	20	–	-		-	-		-	-		-	Proceedings depending.
Reed, William	1 November	-	-	50	–	–	13	16	3	50	–	–	
Reed, James	6 June	-	-	200	–	–	45	3	6½	200	–	–	
Dommet, George	Hilary Term	500	–	35	2	8	-		-	-		-	- - ditto.
Hull, Thomas	17 January	300	–	-		-	-		-	-		-	Imprisoned and liberated.
Jones, John	14 May	200	–	59	10	2	-		-	-		-	- - Proceedings depending for the recovery of the remainder of the penalty.
Kelly, Hugh	21 January	–	18	-		-	-		-	-		-	Proceedings depending.
Evans, John	18 October	-	-	30	–	–	14	17	1	30	–	–	
Armstrong, Stephen	19 April	-	-	25	–	–	8	2	2	25	–	–	
Rose, George	22 "	-	-	25	–	–	7	9	7	25	–	–	
Barber, George	24 "	-	-	18	–	–	3	12	3	18	–	–	
Lee, Morris	Hilary Term	500	-	209	17	9	3	6	–		—		
Young, William, alias Stevens, William,	14 April	50	–	-		-	-		-	-		-	- -Warrant suspended by summary court until he again offends
Davidson, Robert	10 October	-	-	405	6	11	172	10	3	405	6	11	
	1835:												
Ferguson, Alexander	1 January	-	-	20	–	–	9	15	11	20	–	–	
	1834:												
Murdock, Alexander	12 August	50	–	-		-	-		-	20	–	–	Unsettled.
M'Lintock, John	12 "	25	–	-		-	-		-	-		-	- ditto.

Excise Office, London,
1 May 1835.

G. A. Cottrell,
First Gen^{l} Acc^{t}.

SOAP.

ACCOUNTS of Soap Made in *Great Britain*; Soap Exported, and Drawback thereon; Allowances made to Manufacturers of Woollens, Silks, &c.;—and, Names of Persons Convicted of Defrauding the Revenue arising from Duties on Soap 1834.

(*Lord Viscount Lowther.*)

Ordered, by The House of Commons, *to be Printed,*
14 *March* 1835.

190.

SPIRITS.

RETURNS to several Orders of the Honourable The House of Commons, dated 10th & 26th June and 6th August 1835;—*for*,

1.—AN ACCOUNT of the Total Gallons of Proof Spirits distilled in *England, Scotland* and *Ireland* respectively; distinguishing the Quantities produced from Malt only, from a Mixture of Malt with unmalted Grain, and from other Materials; showing also the Total of each Sort in the United Kingdom, for the Year ending 5th January 1835.

2.—A RETURN of the Total Number of Proof Gallons of Spirits, arising from the separate Charges on Wash, Low Wines, and Spirits and Feints, in the Distilleries of *England, Ireland* and *Scotland* respectively, for the Quarter ending 5th April 1835; distinguishing the Difference of Charge on Low Wines, and on Spirits and Feints, as compared with that on Wash, and showing the Maximum Increase per Cent. in any one period, in the Quantity of Spirits produced over the Amount charged from Wash, according to noticed Gravity, and the degree attenuated.

3.—AN ACCOUNT of Proof Spirits distilled in each Kingdom, exported from *Scotland* to *England*, to *Ireland*, and from *Ireland* to *England*, and that paid Duty for the Home Consumption of each Kingdom, in each Quarter from 10th October 1834 to 5th July 1835; Rate and Amount of Duty; and showing the Increase or Decrease both of Quantity and Duty, as compared with each of the same Quarters of the preceding Year.

—1.—

YEAR ended	NUMBER OF GALLONS DISTILLED.							
	ENGLAND.				SCOTLAND.			
	From				From			
	Malt only.	A Mixture of Malt with unmalted Grain.	Other Materials.	TOTAL.	Malt only.	A Mixture of Malt with unmalted Grain.	Other Materials.	TOTAL.
5th January 1835	- - -	4,652,838	- - -	4,652,838	5,994,623	3,198,468	- - -	9,193,091

YEAR ended	NUMBER OF GALLONS DISTILLED.							
	IRELAND.				THE UNITED KINGDOM.			
	From				From			
	Malt only.	A Mixture of Malt with unmalted Grain.	Other Materials.	TOTAL.	Malt only.	A Mixture of Malt with unmalted Grain.	Other Materials.	TOTAL.
5th January 1835	62,895	9,307,448	- - -	9,370,343	6,057,518	17,158,754	- - -	23,216,272

A clerical error having been discovered in one of the Returns presented on the 22d June last (the first Account in No. 310), the error has been rectified in this Account.

Excise Office, London,
21 August 1835.

G. A. Cottrell,
1st Gen^l Acc^t.

—2.—

—	Gallons of Spirits charged in respect of			Difference of Charge of Low Wines, as compared with that on Wash, according to the Attenuation.		Difference of Charge of Spirits and Feints, as compared with that on Wash, according to the Attenuation.	Maximum Increase per Cent. in any one period, in the Quantity of Spirits produced, over the Amount charged from Wash, according to	
	The Attenuation of the Wash, being one Gallon of Spirits for every five Degrees of the Attenuation.	The Low Wines produced.	The Spirits and Feints produced.	Over.	Under.	Over.	Noticed Gravity.	The Degree attenuated.
England - - -	999,104	1,050,603	1,107,582	51,499	- -	108,478	5·34	15·11
Scotland - - -	2,505,822	2,516,911	2,695,278	40,008	28,919	189,456	5·48	13·45
Ireland - - -	3,695,052	3,690,166	3,963,434	31,009	35,895	268,382	6·60	15·48
Total - -	7,199,978	7,257,680	7,766,294	122,516	64,814	566,316		

Note:—The reason why the Maximum Increases per cent. in Scotland, according to the degree attenuated, are less than those in England and Ireland, is that the Scotch Distillers declare, and set their Worts, at or near the noticed gravities; whereas in England, and more particularly in Ireland, the Worts are declared three degrees above the noticed gravities.

Excise Office, London,
27 August 1835.

G. A. Cottrell,
1st Gen^l Acc^t.

—3.—

QUARTERS ended	GALLONS DISTILLED IN			GALLONS EXPORTED FROM		
	England.	*Scotland.*	*Ireland.*	*Scotland to England.*	*Scotland to Ireland.*	*Ireland to England.*
5 January 1835	1,154,513	2,413,415	2,868,109	823,061	143,016	208,115
5 April - 1835	1,103,955	2,731,463	3,769,959	616,382	197,847	103,503
5 July - 1835	1,006,270	2,323,752	3,061,673	492,898	206,837	129,455

PAID DUTY FOR HOME CONSUMPTION.

QUARTERS ended		1834.						1835.						INCREASE.				DECREASE.			
		Gallons.	Rate per Gallon.		Amount of Duty.			Gallons.	Rate per Gallon.		Amount of Duty.			Gallons.	Amount of Duty.			Gallons.	Amount of Duty.		
			s.	d.	£.	s.	d.		s.	d.	£.	s.	d.		£.	s.	d.		£.	s.	d.
5 Jan.	England -	2,140,252	7	6	802,594	10	–	2,124,124	7	6	796,546	10	–	- -	-	-	-	16,128	6,048	–	–
	Scotland -	1,602,808	3	4	267,134	13	4	1,622,795	3	4	270,465	16	8	19,987	3,331	3	4				
	Ireland -	2,268,114	3	4	378,019	–	–	3,061,185	2	4	357,138	5	–	793,071	-	-	-	- -	20,880	15	–
5 Apr.	England -	2,377,253	7	6	891,469	17	6	1,895,494	7	6	710,810	5	–	- -	-	-	-	481,759	180,659	12	6
	Scotland -	1,658,588	3	4	276,431	6	8	1,462,374	3	4	243,729	–	–	- -	-	-	-	196,214	32,702	6	8
	Ireland -	2,204,440	3	4	367,406	13	4	2,825,679	2	4	329,662	11	–	621,239	-	-	-	- -	37,744	2	4
5 July	England -	1,618,797	7	6	607,048	17	6	1,633,121	7	6	612,420	7	6	14,324	5,371	10	–				
	Scotland -	1,375,368	3	4	229,228	–	–	1,434,546	3	4	239,091	–	–	59,178	9,863	–	–				
	Ireland -	1,916,220	3	4	319,370	–	–	2,473,836	2	4	288,614	4	–	557,616	-	-	-	- -	30,755	16	–

Note.—The Return for Cork, 1st Ride, for a portion of the Quarter ended 5th July, not having yet been received, the quantities and amount of Duty for that place have been estimated according to the amounts of the corresponding period of the preceding year.

Excise Office, London,
29 August 1835.

G. A. Cottrell,
1st Gen^l Acc^t.

SPIRITS.

ACCOUNTS

RELATIVE TO

PROOF SPIRITS DISTILLED

IN

ENGLAND, SCOTLAND AND IRELAND.

(Dr. Lushington.)
(Mr. Sullivan.)
(Mr. Alderman Wood.)

Ordered, by The House of Commons, *to be Printed,*
4 *September* 1835.

595.

SPIRITS, AND WINE.

SPIRITS.

—(1.)—

AN ACCOUNT of the Number of Gallons of PROOF SPIRITS, the Manufacture of the Islands of *Guernsey* and *Jersey*, Imported into the United Kingdom in each of the Years ending 5 January 1834 and 1835, with the highest and lowest Degrees of Strength at which the same have been imported; also the Quantity admitted for Home Consumption in each of the said Years, with the Rate per Gallon and Amount of Duty thereon, and the Quantity of such Spirits remaining in Bond on 5 January 1835.

PLAIN SPIRITS OF GUERNSEY AND JERSEY.

Years ending 5th January,	Imported.			Admitted for Home Consumption.			Net Amount of Duty Received.	Rate of Duty per Proof Gallon.
	Gallons (actual measurement).	Over Proof.	Total Gallons.	Gallons (actual measurement).	Over Proof.	Total Gallons.	£. s. d.	s. d.
1834 -	9,604	3,824	13,428	15,686	5,412	21,098	7,911 16 6	7 6
1835 -	9,032	3,142	12,174	6,979	3,185	10,164	3,809 6 6	

Note.—The highest degree of strength at which Guernsey and Jersey Spirits have been imported within the period included in this Account, is $62\frac{5}{10}$ per cent. above Proof, and the lowest $8\frac{6}{10}$ per cent. below proof.

PLAIN SPIRITS of *Guernsey* and *Jersey* remaining in Bond in the United Kingdom on 5 January 1835.

Gallons (Actual Measurement).	Over Proof.	Total Gallons.
4,643	1,736	6,379

—(2.)—

AN ACCOUNT of the Number of Gallons of Colonial Proof Spirits Imported into each of the Three Kingdoms, and the Total into the United Kingdom, in the Year ending 5 January 1835, showing from which of the Colonies Imported; also, the Total Quantity admitted for Home Consumption in each of the Three Kingdoms, and in the United Kingdom, with the Rate per Gallon, and Amount of Duty thereon.

Year ending 5 January 1835.		RUM and other COLONIAL SPIRITS, not Sweetened or Mixed.			
		England.	Scotland.	Ireland.	United Kingdom.
	COLONIES:	*Proof Gallons.*	*Proof Gallons.*	*Proof Gallons.*	*Proof Gallons.*
Quantity Imported from	Antigua	69,243	232	1,970	71,445
	Barbadoes	701	1,469	- - -	2,170
	Dominica	14,908	12,856	- - -	27,764
	Grenada	223,804	23,245	- - -	247,049
	Jamaica	2,765,101	155,171	3,795	2,924,067
	Montserrat	20,480	- - -	- - -	20,480
	Nevis	23,286	- - -	- - -	23,286
	St. Christopher	68,114	10,966	- - -	79,080
	St. Lucia	4,707	- - -	- - -	4,707
	St. Vincent	93,390	7	- - -	93,397
	Tobago	265,787	7,000	- - -	272,787
	Tortola	3,478	- - -	- - -	3,478
	Trinidad	7,343	8	363	7,714
	Demerara	1,231,387	29,412	12,894	1,273,693
	Berbice	33,912	15,912	11,453	61,277
	Honduras	4	- - -	- - -	4
	Canada	2,139	- - -	4	2,143
	Nova Scotia	7,581	- - -	- - -	7,581
	Newfoundland	136	- - -	- - -	136
	Cape of Good Hope	588	- - -	- - -	588
	British East Indies	6,619	- - -	- - -	6,619
	Other British Possessions, and from Foreign Countries (returned)	982	- - -	1	983
Total Quantity Imported		4,843,690	256,278	30,480	5,130,448
Quantity admitted for Home Consumption		3,207,179	111,169	27,359	3,345,707
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Net Amount of Duty received		1,443,066 15 11	50,026 10 7	12,297 5 9	1,505,390 12 3

Rates of Duty per Gallon.

	£. s. d.
On Spirits, the produce of British Possessions in America	– 9 –
On Spirits, the produce of any British Possessions, within the limits of the East India Company's Charter	– 15 –

— (3.) —

AN ACCOUNT of the Number of Gallons of Foreign Proof Spirits, distinguishing the Sorts imported into each of the Three Kingdoms, and the Total into the United Kingdom, during the Year ending 5 January 1835; also, the Quantity that paid Duty for Home Consumption in each of the Three Kingdoms, and in the United Kingdom; with the Rate per Gallon, and Amount of such Duty.

YEAR ending 5 January 1835.		FOREIGN SPIRITS not Sweetened or Mixed.			
		England.	Scotland.	Ireland.	United Kingdom.
		Proof Gallons.	*Proof Gallons.*	*Proof Gallons.*	*Proof Gallons.*
Quantity imported.	Brandy - - -	2,985,912	147,835	36,549	3,170,296
	Geneva - - -	300,273	45,681	1,644	347,598
	Other sorts - -	58,940	- - -	- - -	58,940
Total Quantity imported - -		3,345,125	193,516	38,193	3,576,834
Quantity admitted for Home Consumption.	Brandy - - -	1,326,204	37,075	25,360	1,388,639
	Geneva - - -	13,229	6,139	2,264	21,632
	Other sorts - -	2,140	- - -	- - -	2,140
Total Quantity admitted for Home Consumption - -		1,341,573	43,214	27,624	1,412,411
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Net Amount of Duty received.	Brandy - - -	1,491,200 4 8	41,709 13 4	28,517 3 4	1,561,427 1 4
	Geneva - - -	14,849 15 4	6,906 1 4	2,546 14 10	24,302 11 6
	Other sorts - -	2,403 17 6	– 5 10	- - -	2,404 3 4
Total Amount of Duty - -		1,508,453 17 6	48,616 – 6	31,063 18 2	1,588,133 16 2

	£.	s.	d.
Rate of Duty per Gallon - - - - - -	1	2	6

—(4.)—

AN ACCOUNT of the Number of Gallons of FOREIGN and COLONIAL SPIRITS, Sweetened or Compounded, specifying their different Denominations, Imported into the United Kingdom in the Year ending 5 January 1835, with the Quantity admitted for Home Consumption, the Rate of Duty per Gallon, and Total Amount thereof, and stating whether such Sweetened or Compounded Spirits are included in the Return of Imports under the last Two of the foregoing Accounts.

YEAR ending 5 January 1835.	Quantity Imported into the United Kingdom.	Quantity admitted for Home Consumption in the United Kingdom.	Net Amount of Duty received thereon.	Rates of Duty per Gallon.
DENOMINATIONS:	*Gallons.*	*Gallons.*	£. *s.* *d.*	£. *s.* *d.*
Rum Shrub of British Possessions - - -	3,769	3,332 $\frac{1}{6}$	1,499 12 8	- 9 -
Rum Shrub not of British Possessions - -	1	1	1 10 -	1 10 -
Liqueurs of British Possessions imported since 15 August 1834; viz.				
Not of greater strength than proof - -	53 $\frac{3}{4}$	33 $\frac{3}{4}$	15 3 9	- 9 -
Being of greater strength - - - -	2 $\frac{1}{2}$	2 $\frac{1}{2}$	1 13 9	- 13 6
Cordials and Spirits unenumerated, sweetened, or mixed; viz.				
Of British Possessions - - - -	143 $\frac{2}{12}$	145 $\frac{11}{12}$	145 19 2	1 - -
Not of British Possessions - - - -	11,564 $\frac{1}{12}$	3,716 $\frac{1}{12}$	5,480 2 2	1 10 -
TOTAL - - -	15,533 $\frac{1}{2}$	7,231 $\frac{8}{12}$	7,144 1 6	

N.B.—The above Articles are not included in the preceding Returns marked (2) and (3).

Inspector-General's Office,
Custom House, London,
28 July 1835.

William Irving,
Inspector-General of Imports and Exports.

WINE.

AN ACCOUNT of the Number of Gallons of WINE, specifying French, Cape and other sorts, Imported into each of the Three Kingdoms; the Quantity Exported, and the Quantity retained for Home Consumption, with the Totals of each particular for the United Kingdom, in the Year ending 5 January 1835; also the Rate of Duty per Gallon on each sort of Wine, and the Total Amount thereof.

IMPORTED.

YEAR ending 5th Jan. 1835:	England.	Scotland.	Ireland.	United Kingdom.	Rates of Duty per Gallon.
	Gallons.	*Gallons.*	*Gallons.*	*Gallons.*	
French - -	321,424	13,039	28,913	363,376	5/6
Cape - -	452,625	- - -	31,673	484,298	2/9
Other sorts -	7,800,906	442,331	675,205	8,918,442	5/6
All sorts -	8,574,955	455,370	735,791	9,766,116	

EXPORTED.

YEAR ending 5th Jan. 1835:	England.	Scotland.	Ireland.	United Kingdom.	Rates of Duty per Gallon.
	Gallons.	*Gallons.*	*Gallons.*	*Gallons.*	
French - -	125,682	1,786	1,038	128,506	5/6
Cape - -	5,495	33	40	5,568	2/9
Other sorts -	1,398,136	80,854	26,057	1,505,047	5/6
All sorts -	1,529,313	82,673	27,135	1,639,121	

RETAINED FOR HOME CONSUMPTION.

YEAR ending 5th Jan. 1835:	England.	Scotland.	Ireland.	United Kingdom.	Rates of Duty per Gallon.
	Gallons.	*Gallons.*	*Gallons.*	*Gallons.*	
French - -	210,831	19,451	30,348	260,630	5/6
Cape - -	352,015	11,717	160,349	524,081	2/9
Other sorts -	4,712,109	355,132	628,592	5,695,833	5/6
All sorts -	5,274,955	386,300	819,289	6,480,544	

NET AMOUNT OF DUTY RECEIVED THEREON.

YEAR ending 5th Jan. 1835:	England.			Scotland.			Ireland.			United Kingdom.			Rates of Duty per Gallon.
	£.	*s.*	*d.*	*£.*	*s.*	*d.*	*£.*	*s.*	*d.*	*£.*	*s.*	*d.*	
French - -	57,449	6	6	5,349	6	7	8,331	6	3	71,129	19	4	5/6
Cape - -	48,394	18	3	1,605	11	9	22,048	–	3	72,048	10	3	2/9
Other sorts -	1,291,846	4	6	97,661	7	11	172,833	8	10	1,562,341	1	3	5/6
Add Duty on Wine collected by the Excise on the stocks of Dealers -	119	5	5	-	-	-	-	-	-	119	5	5	
All sorts - -	1,397,809	14	8	104,616	6	3	203,212	15	4	1,705,638	16	3	

Inspector-General's Office,
Custom-House, London,
28 July 1835.

William Irving,
Inspector-General of Imports and Exports.

SPIRITS, AND WINE.

ACCOUNTS of Spirits and Wine Imported,
admitted for Home Consumption, &c.

(Dr. Lushington.)

Ordered, by The House of Commons, *to be Printed,*
4 *August* 1835.

469.

SPIRITS.

RETURN to several Orders of the Honourable The House of Commons, respectively dated 16 March, 25 May, and 10 June, 1835;—*for*,

—(1.)—

AN ACCOUNT of the Total Gallons of PROOF SPIRITS Distilled in *England, Scotland* and *Ireland,* respectively; distinguishing the Quantities produced from Malt only, from a mixture of Malt with Unmalted Grain, and from other Materials; showing also the Total of each Sort in the United Kingdom, for the Year ended 5 January 1835.

(Dr. Lushington.)

—(2.)—

AN ACCOUNT of the Number of Gallons of PROOF SPIRITS, distinguishing the sorts on which Duty was paid for Home Consumption in each of the Three Kingdoms, with the Rate per Gallon, and Amount of such Duty; also, the Total of Gallons and Duty in the United Kingdom, for the Year ending 5 January 1835.

(Dr. Lushington.)

—(3.)—

AN ACCOUNT showing under separate Heads the Number of Gallons of PROOF SPIRITS (distinguishing the Materials from which made) Imported into each of the Three Kingdoms from each of the others respectively, and including in the cases of *England* and *Scotland* those conveyed either by Land or Sea; stating also the Rate of Duty per Gallon, and Total Amount thereof in each case, and what Portion of such Duty was paid on removal of the Spirits from Bond, and what after their arrival at the place of Destination; for the Year ending 5 January 1835.

(Dr. Lushington.)

—(4.)—

AN ACCOUNT of the Total Number of Proof Gallons of MALT WHISKEY Imported into *England* from *Scotland,* for the Two Years ending 5 January 1834 and 1835.

(Mr. Bainbridge.)

—(5.)—

AN ACCOUNT of the Total Number of Proof Gallons of RUM, BRANDY, GENEVA, and all other FOREIGN SPIRITS, that paid Duty in each Kingdom, from 5 January 1834 to 5 January 1835; Rate of Duty on each per Imperial Gallon, and Amount thereof; Total Number of Gallons of each kind, and Total Duty thereon; and Total Number of Gallons of all kinds, and Total Duty thereon, for the United Kingdom: showing the Total Number of Gallons of Proof Spirits of all kinds that paid Duty, and Total Amount thereof, in each Kingdom; and Total Number of Gallons, and Total Duty thereon, in the whole United Kingdom, from 5 January 1834 to 5 January 1835.

(Mr. Alderman Wood.)

—(6.)—

AN ACCOUNT of the Total Number of Proof Gallons of BRITISH BRANDY and of SPIRITS OF WINE Permitted out from the Rectifiers' Stocks in *England,* for the Year ending 5 January 1835.

(Mr. Bainbridge.)

Ordered, by The House of Commons, *to be Printed,*
22 *June* 1835.

—(1.)—

AN ACCOUNT of the Total Gallons of PROOF SPIRITS distilled in *England*, *Scotland* and *Ireland*, respectively; distinguishing the Quantities produced from Malt only, from a mixture of Malt with Unmalted Grain, and from other Materials; showing also the Total of each Sort in the United Kingdom, for the Year ended 5 January 1835.

Year ended 5th Jan.	NUMBER OF GALLONS DISTILLED.															
	ENGLAND.				SCOTLAND.				IRELAND.				THE UNITED KINGDOM.			
	From Malt only.	From a Mixture of Malt with Unmalted Grain.	From other Materials.	TOTAL.	From Malt only.	From a Mixture of Malt with Unmalted Grain.	From other Materials.	TOTAL.	From Malt only.	From a Mixture of Malt with Unmalted Grain.	From other Materials.	TOTAL.	From Malt only.	From a Mixture of Malt with Unmalted Grain.	From other Materials.	TOTAL.
1835.	—	4,652,838	- -	4,652,838	5,994,623	3,198,468	- -	9,193,091	62,895	9,307,448	- -	9,370,343	10,710,356	12,505,916	- -	23,216,272

Excise Office, London,
17 June 1835.

G. A. Cottrell,
First Gen^{l} Acc^{t}.

— (2.) —

AN ACCOUNT of the Number of Gallons of PROOF SPIRITS, distinguishing the Sorts on which Duty was paid for Home Consumption in each of the Three Kingdoms; with the Rate per Gallon, and Amount of such Duty; also the Total of Gallons and Duty in the United Kingdom, for the Year ending 5 January 1835.

YEAR ended 5th January	PROOF SPIRITS PAID DUTY FOR CONSUMPTION IN									
	ENGLAND.					SCOTLAND.				
	Gallons made from		TOTAL GALLONS.	RATE per Gallon.	AMOUNT of DUTY.	Gallons made from		TOTAL GALLONS.	RATE per Gallon.	AMOUNT of DUTY.
	Malt only.	A Mixture of Malt with Unmalted Grain.				Malt only.	A Mixture of Malt with Unmalted Grain.			
				s. d.	£. s. d.				s. d.	£. s. d.
1835.	279,047	7,365,254	7,644,301	7 6	2,866,612 17 6	5,466,702	578,341	6,045,043	3 4	1,007,507 3 4

IRELAND.					THE UNITED KINGDOM.				YEAR ended 5th January
Gallons made from		TOTAL GALLONS.	RATE per Gallon.	AMOUNT of DUTY.	Gallons made from		TOTAL GALLONS.	AMOUNT of DUTY.	
Malt only.	A Mixture of Malt with Unmalted Grain.				Malt only.	A Mixture of Malt with Unmalted Grain.			
			s. d.	£. s. d.				£. s. d.	
160,777 167,970	4,572,511 4,807,204	4,733,288 4,975,174	3 4 2 4	1,369,318 6 –	6,074,496	17,323,310	23,397,806	5,243,438 6 10	1835.
		9,708,462							

Note.—The number of gallons of spirits stated in the first column for England, as made from malt only, were distilled in Scotland and Ireland, and imported into England for consumption there.

Excise Office, London,
17 June 1835.

G. A. Cottrell,
First Gen^l Acc^t.

— (3.) —

AN ACCOUNT showing under separate Heads the Number of Gallons of PROOF SPIRITS (distinguishing the materials from which made) imported into each of the three Kingdoms from each of the other respectively; and including, in the cases of *England* and *Scotland*, those conveyed either by Land or Sea; stating also the Rate of Duty per Gallon, and Total Amount thereof in each case, and what portion of such Duty was paid on removal of the Spirits from Bond, and what after their arrival at the Place of Destination; for the Year ending 5 January 1835.

PROOF SPIRITS IMPORTED INTO ENGLAND,

FROM SCOTLAND.

YEAR ending 5 January	Gallons made from		TOTAL GALLONS.	Rate per Gal.	Amount of Duty Paid,		TOTAL AMOUNT of DUTY.
	Malt only.	A Mixture of Malt with Unmalted Grain.			On Removal from Bond.	After Arrival at Place of Destination.	
					£. s. d.	£. s. d.	£. s. d.
1835.	274,960	2,300,356	2,575,316	7/6	493,308 19 2	472,434 10 10	965,743 10 –

FROM IRELAND.

YEAR ending 5 January	Gallons made from		TOTAL GALLONS.	Rate per Gal.	Amount of Duty Paid,		TOTAL AMOUNT of DUTY.
	Malt only.	A Mixture of Malt with Unmalted Grain.			On Removal from Bond.	After Arrival at Place of Destination.	
					£. s. d.	£. s. d.	£. s. d.
1835.	4,087	412,060	416,147	7/6	106,695 11 2	49,359 11 4	156,055 2 6

PROOF SPIRITS IMPORTED INTO IRELAND,

FROM SCOTLAND.

YEAR ending 5 January	Gallons made from		TOTAL GALLONS.	Rate per Gal.	Amount of Duty Paid,		TOTAL AMOUNT of DUTY.
	Malt only.	A Mixture of Malt with Unmalted Grain.			On Removal from Bond.	After Arrival at Place of Destination.	
						£. s. d.	£. s. d.
1835.	102,937	145,039	247,976	3/4	- - -	41,329 6 8	76,599 15 4
	111,453	190,865	302,318	2/4	- - -	35,270 8 8	
			550,294				

Note.—Not any spirits were imported in the last year into Scotland from either England or Ireland, nor were there any English spirits imported into Ireland during the same period.

Excise Office, London,
17 June 1835.

G. A. Cottrell,
First Gen^l Acc^t.

— (4.) —

AN ACCOUNT of the Number Proof Gallons of MALT WHISKEY imported into *England* from *Scotland* for the Two Years ending 5 January 1834 and 1835.

Years ended 5 January	1834	252,181 gallons.
	1835	274,960 —

Excise Office, London,
17 June 1835.

G. A. Cottrell,
First Gen^l Acc^t.

—(5.)—

AN ACCOUNT of the Total Number of Proof Gallons of RUM, BRANDY, GENEVA, and all other FOREIGN SPIRITS that paid Duty in each Kingdom, from 5 January 1834 to 5 January 1835; Rate of Duty on each per Imperial Gallon, and Amount thereof; Total Number of Gallons of each kind, and Total Duty thereon; and Total Number of Gallons of all kinds, and Total Duty thereon, for the United Kingdom: showing the Total Number of Gallons of Proof Spirits of all kinds that paid Duty, and Total Amount thereof, in each Kingdom; and Total Number of Gallons, and Total Duty thereon, in the whole United Kingdom, from 5 January 1834 to 5 January 1835.

—	ENGLAND.		SCOTLAND.		IRELAND.		THE UNITED KINGDOM.		RATES OF DUTY.
	Number of Gallons.	Net Amount of Duty.	Number of Gallons.	Net Amount of Duty.	Number of Gallons.	Net Amount of Duty.	Number of Gallons.	Net Amount of Duty.	
		£.		£.		£.		£.	£. s. d.
Rum - - - - - - -	3,206,650	1,442,816	111,169	50,027	27,358	12,297	3,345,177	1,505,140	Rum - - - 9 – p' gallon.
Brandy - - - - - - -	1,326,204	1,491,200	37,075	41,710	25,360	28,517	1,388,639	1,561,427	Brandy Geneva } - - 1 2 6 —
Geneva - - - - - -	13,229	14,850	6,139	6,906	2,264	2,547	21,632	24,303	
Other Foreign Spirits - - -	8,003	8,325	1,534	983	364	491	9,901	9,799	Other Foreign Spirits, various rates.
Total of Foreign Spirits -	4,554,086	2,957,191	155,917	99,626	55,346	43,852	4,765,349	3,100,669	Spirits of the Manufacture of the United Kingdom, or of Guernsey or Jersey:
Spirits of the Manufacture of the United Kingdom - - -	7,644,301	2,866,609	6,045,043	1,007,505	9,708,462	1,368,960	23,397,806	5,243,074	s. d.
Ditto - of Guernsey or Jersey -	10,164	3,809	- - -	- - -	- - -	- - -	10,164	3,809	In England - - 7 6 p' gall. Scotland - - 3 4 —
Spirits of all kinds - - -	12,208,551	5,827,609	6,200,960	1,107,131	9,763,808	1,412,812	28,173,319	8,347,552	Ireland { to 1 Sept. 3 4 — since d° - 2 4 —

Excise Office, London,
17 June 1835.

G. A. Cottrell,
First Gen

— (6.) —

AN ACCOUNT of the Total Number of Proof Gallons of British Brandy, and of Spirits of Wine, Permitted out from the Rectifiers' Stocks in *England*, for the Year ending 5th January 1835.

	Gallons Permitted out from Rectifiers' Stocks in England.	
	British Brandy.	Spirits of Wine.
Year ended 5 January 1835 - - - - - - - -	277,206	154,812

Excise Office, London,
19 June 1835.

G. A. Cottrell,
First Gen^l Acc^t.

SPIRITS.

RETURNS relating to Spirits Distilled, Charged with Duty; Removed to and from each Country; Foreign Spirits Entered for Consumption, &c.

(Dr. Lushington.)

(Mr. Bainbridge.)

(Mr. Alderman Wood.)

Ordered, by The House of Commons, *to be Printed,*
22 *June* 1835.

310.

SPIRITS.

RETURNS to several Orders of the Honourable The House of Commons, dated 30 March and 5 June 1835;—*for*,

(1.)—AN ACCOUNT of the Number of Proof Gallons of SPIRITS in the Stock of all the Distillers in *England, Scotland,* and *Ireland,* on 5 January 1834.

(2.)—AN ACCOUNT of the Number of Proof Gallons of SPIRITS in the Stock of every Distiller in *England, Scotland,* and *Ireland,* on 5 January 1835.

(3.)—AN ACCOUNT of the Number of Proof Gallons of SPIRITS PERMITTED out from the Stock of every Distiller in *England, Scotland,* and *Ireland,* betwixt 5 January 1834, and 5 January 1835.

(*Mr. Alderman Wood.*)

(4.)—AN ACCOUNT of the Total Imperial Proof Gallons of RUM, BRANDY, GENEVA, and other Foreign, Colonial, or *Guernsey* or *Jersey* Spirits in Bond, in the *United Kingdom,* on 5th January 1826, and Imported in each Year since then to 5th January 1835, added together; and the Total Imperial Proof Gallons of each of these that paid Duty in the *United Kingdom,* exported as Merchandize, as Ships' Stores, or under any other denomination or character, or taken for the use of the Navy, or used for mixing with Wine, or any other purpose, in each Year from 5th January 1826 to 5th January 1835, and that remained in Bond on 5th January 1835; and showing the Total Gallons of each of these added together, and difference betwixt each of these so added together, and the Gallons of each of them in Bond on 5th January 1826, and Imported from then to 5th January 1835, and stating in detail how this difference arose, the particular Statutes or Copies of all Orders authorizing the same, and what the Total Amount of Duty, at the rate each kind of these was subject to, would have been, and what that Amount is equal to per Gallon on each Gallon of the Total Quantity of Gallons of each kind of these that paid Duty, during the period from 5th January 1826 to 5th January 1835.

(*Mr. Hope Johnstone.*)

(1.)—AN ACCOUNT of the Number of Proof Gallons of SPIRITS in the Stock of all the Distillers in *England, Scotland,* and *Ireland,* on 5th January 1834.

—	Number of Gallons.	—
ENGLAND - - -	157,419	- - In the Return dated 20th May 1834, the quantities of Spirits in the Stocks of Distillers in England were stated at 188,235 gallons, being the quantities remaining in Stock on the last survey in the year 1833, and therefore included such Spirits as were sent into consumption between the date of such survey, and the 5th January following.
SCOTLAND - - -	648,908	
IRELAND - - -	178,434	
THE UNITED KINGDOM	984,761	

(2.)—AN ACCOUNT of the Number of Proof Gallons of SPIRITS in the Stock of every Distiller in *England, Scotland,* and *Ireland,* on 5th January 1835.

—	Number of Gallons.
ENGLAND - - - - - - -	183,778
SCOTLAND - - - - - - -	168,327
IRELAND - - - - - - -	232,878
THE UNITED KINGDOM - - -	584,983

(3.)—AN ACCOUNT of the Number of Proof Gallons of SPIRITS PERMITTED out from the Stock of every Distiller in *England, Scotland,* and *Ireland,* betwixt 5th January 1834, and 5th January 1835.

—	Number of Gallons.
ENGLAND - - - - - - -	4,557,253
SCOTLAND - - - - - - -	5,450,247
IRELAND - - - - - - -	5,979,414
THE UNITED KINGDOM - - -	15,986,914

Excise Office, London,
21st August 1835.

G. A. Cottrell,
First General Accountant.

1.—AN ACCOUNT of the Total Imperial Proof Gallons of RUM, BRANDY, GENEVA, and other Foreign, Colonial, or *Guernsey* or *Jersey* Spirits in Bond, in the *United Kingdom*, on 5th January 1826, and Imported in each Year since then to 5th January 1835, added together; and the Total Imperial Proof Gallons of each of these that paid Duty in the *United Kingdom*, exported as Merchandize, as Ships' Stores, or under any other denomination or character, or taken for the use of the Navy, or used for mixing with Wine, or any other purpose, in each Year from 5th January 1826 to 5th January 1835, and that remained in Bond on 5th January 1835; and showing the Total Gallons of each of these added together, and difference betwixt each of these so added together, and the Gallons of each of them in Bond on 5th January 1826, and Imported from then to 5th January 1835, and stating in detail how this difference arose, the particular Statutes or Copies of all Orders authorizing the same, and what the Total Amount of Duty, at the rate each kind of these was subject to, would have been, and what that Amount is equal to per Gallon on each Gallon of the Total Quantity of Gallons of each kind of these that paid Duty, during the period from 5th January 1826 to 5th January 1835.

UNITED KINGDOM.		RUM.	BRANDY.	GENEVA.	Other Foreign and Colonial Spirits.	Plain Spirits of Guernsey and Jersey.	TOTAL.
		Imperial Proof Galls.	*Imperial Proof Galls.*	*Imperial Proof Galls.*	*Imperial Proof Galls.*	*Imperial Proof Galls.*	*Imperial Proof Galls.*
Quantities in Bond on 5 January 1826		5,051,966	1,836,290	64,826	64,188	-	7,027,270
Quantities Imported between 5 January 1826 and 5 January 1835, viz.	Year ending 5 January 1827	4,732,093	1,468,815	247,679	9,540	-	6,458,127
	1828	5,646,378	1,724,806	269,556	9,946	-	7,650,686
	1829	6,323,952	2,521,670	358,654	17,779	29,115	9,252,170
	1830	6,928,426	1,994,649	177,647	35,178	28,096	9,161,196
	1831	6,813,874	1,643,469	219,158	66,255	3,932	[illegible]
	1832	7,892,722	1,461,897	213,725	19,622	22,780	9,610,746
	1833	4,745,665	2,671,828	276,570	34,375	59,950	7,788,388
	1834	5,146,877	2,623,313	[illegible]	79,059	13,428	[illegible]
	1835	5,158,189	3,170,297	347,097	16,432	12,174	8,731,989
		53,398,496	19,289,111	2,596,334	317,586	166,675	75,749,235
TOTAL to be accounted for		58,450,462	21,116,434	2,661,160	381,774	166,675	82,776,505
Quantities delivered between 5 January 1826 and 5 January 1835. For Home Consumption	Year ending 5 January 1827	4,305,316	1,446,558	69,160	54,056	-	5,855,090
	1828	3,288,606	1,312,067	52,668	8,421	-	4,661,762
	1829	3,277,653	1,325,209	45,266	10,259	22,998	4,681,376
	1830	3,375,866	1,282,291	37,145	9,234	20,291	4,724,827
	1831	3,658,958	1,274,803	30,799	11,168	6,200	4,981,928
	1832	3,624,597	1,235,101	23,898	9,199	20,003	4,912,798
	1833	3,537,807	1,601,652	22,301	9,684	56,269	5,227,713
	1834	3,492,193	1,357,211	20,578	9,886	21,698	4,901,566
	1835	3,345,177	1,383,639	21,632	9,901	10,164	4,770,513
		31,906,173	12,223,534	323,947	111,519	156,933	41,722,006
Exported as Merchandize	Year ending 5 January 1827	1,260,256	401,661	201,114	4,094	-	1,867,125
	1828	1,586,757	656,209	254,494	14,421	-	2,511,881
	1829	1,744,571	1,036,532	306,147	7,829	-	3,095,079
	1830	1,582,338	649,731	157,274	6,876	-	2,396,219
	1831	1,493,980	456,989	199,617	28,390	-	2,178,976
	1832	2,357,110	509,726	207,264	23,586	114	3,097,800
	1833	2,270,336	685,298	210,486	26,734	-	3,192,854
	1834	1,782,105	794,213	363,365	67,747	140	3,007,570
	1835	1,639,115	912,470	252,688	43,160	324	2,847,757
		15,716,568	6,102,829	2,151,849	222,837	578	24,194,661

COPIES of the AUTHORITIES by which the Deficiencies on Bonded Spirits are now (under certain circumstances) exempted from Duty.

Act 3 & 4 Will. 4, c. 57, s. 19, (relating to Deficiencies on Spirits delivered for Home Consumption.)

Spirits, when taken out of warehouse for home use, shall be charged upon the quantities ascertained by the measure or strength of the same actually delivered, save and except that if Spirits (being any other Spirits than Rum of the British Plantations) shall not be in a warehouse of special security, no greater abatement on account of deficiency of the quantity or strength first ascertained as aforesaid shall be made, than shall be after the several rates of allowances following:—

For every 100 gallons, hydrometer proof, for any time—

Not exceeding 6 months	1 gal.
Exceeding 6 and not exceeding 12 months	2 –
Exceeding 12 and not exceeding 18 months	3 –
Exceeding 18 months and not exceeding 2 years	4 –
Exceeding 2 years	5 –

Quantities delivered between 5 January 1826 and 5 January 1835.	Exported as Ships' Stores	Year ending 5 January	1827	363,071	-	-	-	-	363,071
			1828	374,677	-	-	-	-	374,677
			1829	383,548	-	-	-	-	383,548
			1830	372,643	-	-	-	-	372,643
			1831	386,923	561	-	-	-	387,484
			1832	381,877	-	-	-	-	381,877
			1833	380,844	6,369	915	186	-	388,314
			1834	395,456	88,682	12,775	394	-	497,307
			1835	379,869	111,749	17,304	120	-	509,042
				3,418,908	207,361	30,994	700	-	3,657,963
	For the use of the Navy	Year ending 5 January	1827	386,646	-	-	-	-	386,646
			1828	387,675	-	-	-	-	387,675
			1829	424,976	-	-	-	-	424,976
			1830	378,879	-	-	-	-	378,879
			1831	282,331	-	-	-	-	282,331
			1832	225,764	-	-	-	-	225,764
			1833	158,570	-	-	-	-	158,570
			1834	335,367	-	-	-	-	335,367
			1835	317,391	-	-	-	-	317,391
				2,897,599	-	-	-	-	2,897,599
	Allowed to be mixed with Wine in Bond, for the preservation or improvement of such Wine (under Treasury Order of 20th May 1830, and Act 3 & 4 W. 4, c. 57, s. 31)	Year ending 5 January	1827	—	—	—	—	—	—
			1828	—	—	—	—	—	—
			1829	—	—	—	—	—	—
			1830	—	—	—	—	—	—
			1831	-	10,477	-	-	-	10,477
			1832	-	11,905	-	-	-	11,905
			1833	-	16,729	-	-	-	16,729
			1834	-	29,197	-	-	-	29,197
			1835	-	35,041	-	-	-	35,041
				-	103,349	-	-	-	103,349
Quantities in Bond on 5 January 1835				3,790,906	2,336,985	148,725	45,928	8,556	6,331,100
Total of Quantities Delivered and Quantities remaining in Bond				57,730,154	20,974,058	2,655,415	380,984	166,067	81,906,678
Difference between the foregoing Totals, being the Amount of Deficiencies, exempt from Duty, in the whole period of the Nine Years				720,308	142,376	5,745	790	698	869,827
Amount which would have been received on such Deficiencies if they had been charged with Duty at the rates due on each sort of Spirits respectively				£. s. d. 316,811 12 8	£. s. d. 160,173 – –	£. s. d. 6,463 2 6	£. s. d. 665 10 6	£. s. d. 227 4 –	£. s. d. 484,340 9 8
Sum which the calculated Amount of Duty on the Deficiencies would be equal to per Gallon if divided among the Total Number of Gallons actually charged with Duty				– – $2\frac{38}{100}$	– – $3\frac{74}{100}$	– – $4\frac{79}{100}$	– – $1\frac{43}{100}$	– – – $\frac{35}{100}$	– – $2\frac{60}{100}$

Act 3 & 4 Will. 4, c. 57, ss. 39, 40 (relating to Deficiencies ascertained on the Exportation of Spirits).

If Spirits are lodged in warehouses of special security, no Duty shall be charged for any amount whatever of deficiency on the exportation thereof.

For Spirits lodged in warehouses not being declared to be of special security, the following allowances for natural waste shall be made upon the exportation thereof:—

For every 100 gallons, hydrometer proof, for any time—

Not exceeding 6 months	1 gal.
Exceeding 6 and not exceeding 12 months	2 –
Exceeding 12 and not exceeding 18 months	3 –
Exceeding 18 months and not exceeding 2 years	4 –
Exceeding two years	5 –

Inspector-general's Office, Custom-house, London,
21 August 1835.

William Irving,
Inspector-general of Imports and Exports.

SPIRITS.

ACCOUNTS of Spirits in Distillers Stocks, and Permitted out of Stock, on 5th January 1834, 1835;—and, Foreign Spirits in Bond, Imported and Exported, &c. 1826.

(*Mr. Alderman Wood* and
Mr. Hope Johnstone.)

Ordered, by The House of Commons, *to be Printed,*
1 *September* 1835.

581.

SPIRITS.

AN ACCOUNT of the Number of Imperial Gallons of British, Foreign and Colonial SPIRITS which paid the Home Consumption Duty in the United Kingdom, for the Years 1833 and 1834, separately; specifying the Quantities of each which paid Duty in *England*, *Scotland* and *Ireland*; also the Rate of Duty, and the Amount of each in each Year for the Three Countries; also the Decrease or Increase of the Number of Gallons of each kind of Spirits, and of the Amount of Duty in *England*, *Scotland* and *Ireland*, of 1833 as compared with 1832, and of 1834 as compared with 1833.

		YEAR 1833.									YEAR 1834.								
		CONSUMPTION.			REVENUE.						CONSUMPTION.			REVENUE.					
	—	Quantities paying Home Consumption Duty in 1833.	Decrease of Consumption in 1833, as compared with 1832.	Increase of Consumption in 1833, as compared with 1832.	Net Amount of Duty received in 1833.	Decrease of Revenue in 1833, as compared with 1832.	Increase of Revenue in 1833, as compared with 1832.	RATES OF DUTY per Gallon, at Proof.			Quantities paying Home Consumption Duty in 1834.	Decrease of Consumption in 1834, as compared with 1833.	Increase of Consumption in 1834, as compared with 1833.	Net Amount of Duty received in 1834.	Decrease of Revenue in 1834, as compared with 1833.	Increase of Revenue in 1834, as compared with 1833.	RATES OF DUTY per Gallon, at Proof.		
		Proof Galls.	*Proof Galls.*	*Proof Galls.*	£.	£.	£.	£.	s.	d.	*Proof Galls.*	*Proof Galls.*	*Proof Galls.*	£.	£.	£.	£.	s.	d.
BRITISH AND IRISH SPIRITS.	England	7,717,303	-	435,403	2,893,989	-	163,277	–	7	6	7,614,301	73,002	-	2,866,609	27,380	-	–	7	6
	Scotland	5,988,556	-	581,159	998,051	-	96,868	–	3	4	6,015,043	-	56,187	1,007,505	-	9,454	–	3	4
	Ireland	8,168,596	489,160	-	1,360,769	82,190	-	–	3	4	9,708,162	-	1,539,866	1,368,960	-	8,191	to 1 Sept. – from 1 Sept. –	3 2	4 4
	United Kingdom	21,874,155	-	527,702	5,252,809	-	177,955	-	-	-	23,397,806	-	1,523,351	5,213,071	9,735	—			
SPIRITS OF GUERNSEY AND JERSEY.	England	21,098	35,236	-	7,912	13,142	-	–	7	6	10,164	10,934	-	3,809	4,103	-	–	7	6
	Scotland	-	-	-	-	-	-	–	3	4	-	-	-	-	-	-	–	3	4
	Ireland	-	-	-	-	-	-	–	3	4	-	-	-	-	-	-	to 1 Sept. – from 1 Sept. –	3 2	4 4
	United Kingdom	21,098	35,236	-	7,912	13,142	-	-	-	-	10,164	10,934	-	3,809	4,103	—			
FOREIGN SPIRITS.	England	1,319,816	211,172	-	1,483,868	237,825	-	Brandy & Geneva 1	2	6	1,347,436	-	27,620	1,514,375	-	30,507	Brandy & Geneva 1	2	6
	Scotland	46,696	22,540	-	52,029	25,434	-	1	2	6	44,748	1,948	-	49,599	2,430	-	1	2	6
	Ireland	21,262	12,151	-	23,963	13,555	-	1	2	6	27,988	-	6,726	31,555	-	7,592	1	2	6
	United Kingdom	1,387,774	245,863	-	1,559,860	276,814	-	-	-	-	1,420,172	-	32,398	1,595,529	-	35,669			
COLONIAL SPIRITS, (RUM.)	England	3,344,948	56,401	-	1,504,537	25,186	-	–	9	–	3,206,650	138,298	-	1,442,816	61,721	-	–	9	–
	Scotland	124,357	-	12,331	55,961	-	5,553	–	9	–	111,169	13,188	-	50,027	5,934	-	–	9	–
	Ireland	22,888	1,544	-	10,299	679	-	–	9	–	27,358	-	4,470	12,297	-	1,998	–	9	–
	United Kingdom	3,492,193	45,614	-	1,570,797	20,312	-	-	-	-	3,345,177	147,016	-	1,505,140	65,657	—			
SPIRITS OF ALL SORTS.	England	12,103,165	-	132,591	5,890,306	112,876	-	-	-	-	12,208,551	194,614	-	5,827,609	62,697	—			
	Scotland	6,159,609	-	571,250	1,106,041	-	76,987	-	-	-	6,200,960	-	41,351	1,107,131	-	1,090			
	Ireland	8,212,746	502,855	-	1,395,031	96,424	-	-	-	-	9,763,808	-	1,551,062	1,112,812	-	17,781			
	United Kingdom	26,775,520	-	200,989	8,391,378	132,313	-	-	-	-	28,173,319	-	1,397,799	8,347,552	43,826	—			

Inspector-General's Office, Custom-house,
London, 28 July 1835.

WILLIAM IRVING,
Inspector-General of Imports and Exports.

453.

SPIRITS.

ACCOUNT of Spirits which paid Duty in 1833 and 1834; showing the Increase or Decrease of each kind.

(Mr. Buckingham.)

Ordered, by The House of Commons, *to be Printed,*
29 *July* 1835.

453.

SPIRITS, WORTS AND LOW WINES.

RETURN to an Order of the Honourable The House of Commons,
dated 5 June 1835;—*for*,

1.—AN ACCOUNT of the SUMS, if any, due to the EXCISE, under the Act 4 GEO. IV. c. 94. for SPIRITS being deficient of the Charge arising from Attenuation, Low Wines, or Noticed Gravity or Highest Gravity, if in any case set above the Noticed Gravity, that remained unpaid on 5th April 1835; stating the Sum in each case (the full Amount chargeable by Sec. 60), and the Sums remaining unpaid by each Name or Firm; and the Name of the Distillery, the Excise Collection, County and Kingdom each is in; and the Total Amount in each Kingdom.

IRELAND:

NAME OR FIRM.	NAME of the DISTILLERY.	EXCISE COLLECTION.	COUNTY.	FULL AMOUNT Chargeable.			SUMS remaining unpaid on 5th April 1835.		
				£.	s.	d.	£.	s.	d.
William Mann	Ballygawley	Armagh	Tyrone	46	7	4	46	7	4
James M. Gray	ditto	ditto	ditto	393	16	8	393	16	8
Hutchinson & Orr	Ballycrumy	ditto	Armagh	46	6	8	46	6	8
William Hutchinson	Portadown	ditto	ditto	997	12	6	617	–	7
Daly & O'Bevine	Longford	Athlone	Longford	70	1	4	5	9	8
Edward Kenedy	Cloghjordan	Clonmel	Tipperary	643	18	8	49	16	4
James S. Grant	St. Dominick	Cork	Cork	713	3	–	396	19	–
Robert Thompson	Belturbet	Drogheda	Cavan	3,199	19	–	1,378	19	5
James Thompson	Navan	ditto	Meath	1,698	–	8	1,398	1	8
P. & F. Murphy	ditto	ditto	ditto	764	1	5	764	1	5
Francis Murphy	ditto	ditto	ditto	233	15	–	233	15	–
James Dunlop	Belturbet	ditto	Cavan	3,052	–	4	2,049	2	–
Nicholas Roe	Marrowbone-lane	Dublin	Dublin	623	–	–	564	10	–
John Haig	Dodder Bank	ditto	ditto	4,284	4	6	4,216	18	10
Matthew Darcy	Newry	Dundalk	Down	266	8	–	266	8	–
Patrick Joyes	Galway	Galway	Galway	4,464	–	–	4,161	12	4
James Joyes	ditto	ditto	ditto	518	17	8	287	8	8
Richard Joyes	ditto	ditto	ditto	835	5	4	835	5	4
Edward B. Smith	Clifden	ditto	ditto	412	7	–	412	7	–
Burton Persse	Newcastle	ditto	ditto	3,474	14	8	1,974	14	8
Edward & J. Conroy	Mount Mellick	Kilkenny	Queen's	456	16	8	185	–	8
John Meighan	Kilkenny	ditto	Kilkenny	79	11	4	79	11	4
Thomas Haughton	Graigue	ditto	Queen's	392	10	4¼	12	15	2½
William Walker & Co.	Carrickfergus	Lisburn	Antrim	1,330	11	–	830	11	–
John Thompson	ditto	ditto	ditto	557	3	–	180	4	1
James Thompson	ditto	ditto	ditto	1,247	19	2	342	3	–
William Hilditch	ditto	ditto	ditto	64	1	–	45	10	–
Knox, Morton & Clarke	Lifford	Londonderry	Londonderry	148	7	–	67	14	–½
Morton & Clarke	ditto	ditto	ditto	68	–	–	39	2	7½
John McDonnell	Ballybea	Mallow	Cork	172	16	8	137	10	–
Robert Thompson	Enniskillen	Sligo	Fermanagh	946	12	4	195	18	1
Robert Armstrong	ditto	ditto	ditto	413	13	8	413	13	8
John Dennehy	Clashmore	Waterford	Waterford	143	19	8	10	6	10
James H. Milbar	Enniscorthy	Wexford	Wexford	413	16	4	413	16	4
		TOTALS, IRELAND	£.	33,173	17	11¼	23,052	17	5¼

SCOTLAND:

Charles Duncan	Newton	Aberdeen	Aberdeen £.	9	3	4	9	3	4

ENGLAND:

—Nil.—

Excise Office, London,
24 June 1835.

G. A. Cottrell,
1st Genl Acct.

325.

2.—AN ACCOUNT of the SUMS, if any, due to the EXCISE for additional Duties of 2*d.* and 4*d.* per Gallon on SPIRITS, under 1st WILL. IV. c. 49. that remained unpaid on 5th April 1835; specifying the Sum due by each Name or Firm, and the Name of the Distillery, the Excise Collection, County and Kingdom each is in; and the Total Amount in each Kingdom.

IRELAND:

NAME OR FIRM.	NAME of the DISTILLERY.	EXCISE COLLECTION.	COUNTY.	SUMS remaining unpaid on 5th April 1835. £.	s.	d.
William Mann -	Ballygawley - - -	Armagh -	Tyrone - -	31	19	6
Andrew Stein & Co.	- - These persons are only Dealers in Spirits, and the sums stated are due as additional Duties on Spirits imported from Scotland - -	Lisburn -	Antrim -	20	11	4
Tod & Paterson -		- ditto -	- ditto - -	33	13	6
John Bell - -		- ditto -	- ditto - -	3	5	-
Robert Armstrong -	Enniskillen - - -	Sligo -	Fermanagh -	6	15	6
		TOTAL, IRELAND - - £.		96	4	10

SCOTLAND:

—Nil.—

Excise Office, London,
24 June 1835.

G. A. Cottrell,
1st Gen^l Acc^t.

SPIRITS, WORTS AND LOW WINES.

ACCOUNTS of SUMS due to the EXCISE for DUTIES on SPIRITS under Acts 4 GEO. IV. c. 94, and 1 WILL. IV. c. 49.

(Mr. Hope Johnston.)

Ordered, by The House of Commons, to be Printed,
26 *June* 1835.

325.

SPIRIT LICENSES.

RETURNS to Two Orders of the Honourable The House of Commons, dated respectively 2 March 1835;—*for*,

— (1.) —

AN ACCOUNT of the Number of Excise Retail Spirit Licenses issued under the Provisions of the Act 4 & 5 Will. IV. c. 75, specifying the Number of New Licenses, and of those Renewed at the Increased Rate of Duty.

—	NUMBER OF LICENSES.		TOTAL.
	New.	Renewed at the Increased Rate of Duty.	
England - - -	546	46,766	47,312
Scotland - - -	432	15,846	16,278
Ireland - - -	1,047	17,369	18,416
The United Kingdom -	2,025	79,981	82,006

— (2.) —

AN ACCOUNT of the Number of Houses and Premises assessed at an Increased Rate, for the Regulation of the Duties on Retail Spirit Licenses, according to the Provisions of the Acts of the 4 & 5 Will. IV. c. 75, and 6 Geo. 4, c. 81; and the Total Amount of such Increased Assessments, since the passing of the Act 4 & 5 Will. IV. c. 19, to Repeal the Duties on Inhabited Houses.

—	Number of Houses assessed at an Increased Rate.	Amount of such Increased Assessments.
		£.
England - - -	164	1,278
Scotland - - -	104	492
Ireland - - -	492	2,029
The United Kingdom -	760	3,799

Excise Office, London,
23 May 1835.

G. A. Cottrell,
First Gen^l Acc^t.

SPIRIT LICENSES.

ACCOUNTS of Excise Retail Spirit Licenses under Act 4 & 5 Will. IV. c. 75; and of Increased Assessments for Spirit Licenses.

(Mr. Divett.)

Ordered, by The House of Commons, *to be Printed,*
4 *June* 1835.

269.

STEAM VESSELS.

RETURN to an Order of the Honourable The House of Commons,
dated 25th June 1835;—*for*,

A RETURN of all Ships or Vessels navigated by Steam belonging to any Port of *Great Britain*, or registered therein; of the Number of Ships or Vessels now building at any Port of *Great Britain*, calculated to be navigated by Steam.

PORT.	VESSELS' NAMES.	TONNAGE.
London	City of Edinburgh	301
	James Watt	294
	Druid	64
	Enterprize	275
	Sons of Commerce	50
	Emulous	129
	Sir Joseph York	62
	Gunga Sanga	43
	Malvina	39
	Enterprize	318
	Eclipse	156
	Nottingham	42
	Dairy Maid	56
	Endeavour	35
	Mercury	108
	Courier	103
	Albion	222
	Fly	54
	Magnet	237
	Emma	13
	Northumberland	39
	Sophia Jane	154
	Dart	202
	Diamond	53
	Venus	232
	Diana	52
	Lord of the Isles	225
	Attwood	144
	Sir Edward Banks	180
	Belfast	146
	Brockelbank	126
	Mountaineer	118
	Pearl	94
	Eclipse	88
	Rapid	89
	Queen of the Netherlands	117
	City of London	185
	Lord Melville	171
	Hero	214
	Rose	73
	Tourist	236
	Swiftsure	88
	Earl of Liverpool	168
	William Jolliffe	235
	Revolution	7
	Cape Breton	124
	John and Richard	18
	Ramona	278
	Monarch	587
	Medway	5
	Royal William	364
	Hawk	104
	Essex	132
	Aërolite	14
	Royal Sovereign	196
	Waterloo	128
	London Merchant	330
	Eclipse	142
	Columbine	242
	King of the Netherlands	134
	Harriett	63
	Emerald	220
	United Kingdom	335
London (*continued.*)	Fame	217
	Brilliant	180
	Comet	158
	Star	189
	Medway	169
	Fly	13
	Star	6
	Sylph	51
	Queen Adelaide	19
	Mercury	203
	Monarch	26
	Menai	138
	Nelson	58
	Tam O'Shanter	40
	City of Hamburgh	380
	Kent	153
	Jardine	58
	Diamond	160
	John Bull	398
	William the Fourth	103
	Thames	32
	Wear	33
	Industry	27
	Levant	64
	Kingston	70
	Royal Tar	84
	Greenwich	96
	Beaver	109
	Naiad	77
	Fairy	77
	Vestal	173
	Duke of Sussex	157
	Princess Victoria	164
	Soho	353
	Dolphin	105
Beaumaris	Vale of Clwyd	74
Bideford	Torridge	109
Bristol	Cambria	48
	Duke of Beaufort	59
	Wye	60
	City of Bristol	210
	Albion	270
	Glamorgan	69
	Eclipse	31
	Expedition	25
	Palmerston	130
	Killarney	264
	Eagle	29
	County of Pembroke	110
	Saint David	58
	Osprey	228
Cardiff	Lady Charlotte	75
Carlisle	City of Carlisle	181
	Newcastle	231
Chepstow	Worcester	41
	Paul Pry	31
	Beaufort	53
Colchester	William Hale	29
Cowes	Medina	85
	Prince Cobourg	53
	Earl of Malmsbury	65

(*continued.*)

RETURN of all Ships or Vessels navigated by Steam, &c.—*continued.*

PORT.	VESSELS' NAMES.	TONNAGE.
Dovor	Medusa	32
	Sovereign	39
	Duke of Wellington	55
	Royal George	55
	Dovor Castle	108
	Britannia	61
Gloucester	Sabrina	38
Goole	Arrow	55
	Eclipse	54
	City of Glasgow	183
Hull	London	107
	Calder	76
	Ætna	61
	Albion	42
	Pelham	60
	Lord Nelson	92
	Yorkshireman	194
	Transit	201
	Monarch	223
	Albatross	133
	Prince Frederick	188
	Gazelle	187
	Lion	97
	Enterprize	155
	Sovereign	85
Ipswich	Commerce	36
	Ipswich	86
Lancaster	John o'Gaunt	97
	Enterprize	37
Liverpool	Liffey	202
	Hibernia	211
	Britannia	219
	Solway	192
	Francis	54
	James	46
	Manchester	43
	George the Fourth	154
	Herald	173
	Bridgwater	53
	King Fisher	57
	Satellite	57
	Loch Esk	37
	Quorra	83
	Alburkah	35
	Ribble	54
	Aimwell	63
	Gipsey	210
	St. Patrick	269
	Hero	75
	John Rigby	50
	Abbey	89
	William Penn	301
	Sir John Moore	76
	St. Winifrede	81
	Martha	59
	George	55
	Ormrod	77
Newcastle	Hero	28
	Ann and Jane	27
	Sceptre	20
	Tyne	19
	Gateshead	15
	Majestic	21
	Albion	19
	Duke of Wellington	22
	Margaret & Isabella	25
	Diligence	18
	Hare	20
	Dove	17
	Union	10
	John and Isabella	11
	Hope	28
Newcastle—(*continued.*)	Duchess of Northumberland	22
	Dispatch	23
	Ardincaple	87
	Percy	28
	Newcastle	8
	Fox	8
	Ann	14
	X. L.	11
	Favourite	11
	Superb	23
	Siran	10
	Friendship	20
	Northumberland	20
	Two Brothers	17
	Lion	28
	Hunter	16
	Brilliant	16
	Providence	26
	John and Mary	22
	Pilot	8
	Mayflower	19
	Jane and Mary	17
	Elizabeth	21
	Susannah	14
	Britannia	22
	John and Ann	14
	Ann	18
	Bell and Ann	15
	England	27
	Sophia Jane	14
	Jarrow	21
	William the Fourth	16
	Lambert	16
	Morning Star	20
	Sterling	18
	Earl Grey	16
	James and Emma	12
	Lady Dundas	18
	Splendid	15
	Talbot	17
	Lion	24
	Jack Tar	14
	Comet	19
	Caledonia	23
	Tiger	25
	George and Jane	14
	Tiger	20
	Laurel	19
	Gemariah	28
	Red Rover	28
	Mary Ann	17
	Nicholas	24
	Ocean	18
	Ann Scarborough	17
	Mary	22
	Royal Sovereign	18
	Thomas and Isabella	17
	Jane	12
	Magnet	19
	Kent	26
	Monarch	35
	Lioness	25
	Diamond	22
	Harvest Home	31
	Susannah	16
	Cyrus	23
	Industry	18
Newport	Lady Rodney	58
Plymouth	Brunswick	172
	Sir Francis Drake	113
	Cornubia	94
Portsmouth	Union	36
	Egremont	17
	Lord Yarborough	47

RETURN of all Ships or Vessels navigated by Steam, &c.—*continued.*

PORT.	VESSELS' NAMES.	TONNAGE.
RAMSGATE -	Ramsgate Packet -	70
	Royal George -	240
	Royal William -	234
	Royal Adelaide -	179
SAINT IVES -	Herald - -	127
SOUTHAMPTON.	George the Fourth	136
	Glasgow - -	27
	Duke of Buccleugh	38
	Emerald - -	22
	Camilla - -	122
	Princess Victoria -	51
	Apollo - -	113
	George the Fourth	67
STOCKTON -	Britain - -	19
	James Watt - -	142
	Bee - - -	22
	Albion - -	71
	Rising Sun - -	21
	Busy - - -	19
	Navigator - -	19
SUNDERLAND	Safety - - -	19
	Neptune - -	41
	Dragon - -	43
	Eclipse - -	31
	Four Brothers -	12
	Star - - -	18
	Friends - -	12
	Pilot - - -	19
	Sarah - - -	15
	Milo - - -	19
	Paragon - -	17
	John and Ann -	16
	Newcastle - -	34
	Isabella - -	15
SWANSEA -	Bristol - -	76
	King of Oude -	19
	St. Pierre - -	21
	Nautilus - -	50
WHITEHAVEN	Countess of Lonsdale	150
	St. Andrew - -	83
	Union - - -	100
	Earl of Lonsdale -	150
YARMOUTH	Susannah - -	21
ABERDEEN -	Brilliant - -	159
	Queen of Scotland -	304
	Duke of Wellington	335
	Paul Jones - -	27
	Velocity - -	149
	Mazeppa - -	51
	City of Aberdeen -	384
ALLOA -	Morning Star -	74
	Stirling Castle -	75
	Argyle - -	67
	Victoria - -	76
CAMPBELLTOWN.	Maid of Islay -	91
	Duke of Lancaster	91
DUNDEE -	Sir William Wallace	44
	Dundee - -	399
	Perth - - -	399
	Dumbarton - -	51
GLASGOW -	Londonderry -	102
	Highlander - -	51
	Helensburg - -	82
GLASGOW—*continued.*	Maid of Morven -	52
	Sovereign - -	69
	Albion - -	69
	Sampson - -	54
	Hercules - -	72
	Gulliver - -	75
	Trusty - -	62
	Oscar - - -	43
	Countess of Glasgow	90
	Cupid - - -	18
	Sultan - -	69
	Ailsa Craig - -	171
	Cyclops - -	34
	Inverary Castle -	70
	Dunoon Castle -	100
	Arran Castle -	82
	Manchester - -	37
	Highland Chieftain	57
	Greenock - -	70
	St. George - -	78
	Clyde - - -	196
	Hero - - -	69
	Lady of the Lake -	53
	Manchester - -	219
	John Wood - -	181
	Windsor Castle -	81
	Staffa - - -	47
	Earl Grey - -	96
	Vulcan - -	214
	Benlomond - -	70
	Largs - - -	104
	St. Mun - -	78
	Tamar - -	88
	Benledi - -	116
	James Oswald -	68
	Rob Roy - -	42
	Nimrod - -	96
	Kilman - -	102
	Fairy Queen -	68
	Rothesay - -	69
	Glasgow - -	214
	Toward Castle -	97
	Maid of Islay -	75
	Glenalbyn - -	131
	James Ewing -	75
	James Denniston -	87
	Dolphin - -	73
	Inverness - -	43
	City of Glasgow -	271
	Arab - - -	213
	Helen M'Gregor -	50
	Northern Yacht -	99
	Liverpool - -	206
INVERNESS -	Ann - - - -	18
KIRKALDY -	Edinburgh Castle -	95
	Thane of Fife -	96
	Earl of Kellie -	95
LEITH -	Tug - - -	42
	Royal William -	293
	Royal Adelaide -	325
	Royal Victoria -	354
PORT GLASGOW.	Leven - - -	71
	New Dumbarton -	72
STRANRAER	Loch Ryan - -	95
		36,849

Number of Steam Vessels registered in Great Britain - - 397 - Tonnage, 36,849
Ditto - - ditto - belonging to Great Britain and not registered 84 } Tonnage unknown.
Ditto - - ditto - building in Great Britain - - - 46 }

Customs, London,
29 July 1835.

Jno. Covey,
Reg Genl of Shipping.

STEAM VESSELS.

RETURN of Steam Vessels belonging to Ports in *Great Britain*, and of Steam Vessels now building.

(*Mr. Alderman Thompson.*)

Ordered, by The House of Commons, *to be Printed,*
4 *August* 1835.

470.

TIMBER IMPORTED.

A RETURN of all CARGOES of TIMBER shipped from the North of *Europe*, thence carried to Ports in *British America*, and imported into the United Kingdom; stating the Names of the Vessels and Amount of Tonnage, the Ports in *Europe*, the Ports in *America*, the Ports in the United Kingdom, and the Quantity and Description of Timber, from 15th February 1834 to 7th February 1835.

VESSELS' NAMES.	TONNAGE.	PORTS IN EUROPE from which the Cargoes were originally shipped.	PORTS IN AMERICA into which the Cargoes were imported from Europe.	PORTS in the UNITED KINGDOM into which the Cargoes were imported from America.	QUANTITIES AND DESCRIPTION OF TIMBER IMPORTED IN EACH VESSEL.						
					FIR TIMBER.			LATHWOOD.	STAVES.		
	Tons.				*Loads.*	*Feet.*	*Pieces.*	*Pieces.*	*Gt Hund*	*Qrs.*	*No.*
GANGES - - - - -	263	Memel - - -	Picton - - -	London - - -	269	—	- - -	- - -	30	—	—
JANE - - - - - -	309	ditto - - -	Halifax - - -	ditto - - -	368	—	- - -	- - -	30	—	—
RANGER - - - - -	319	ditto - - -	ditto - - -	ditto - - -	441	—	- - -	- - -	30	3	10
WILLIAM HARRINGTON -	340	ditto - - -	ditto - - -	Liverpool - -	358	47	—	—	—		
JANE - - - - -	253	ditto - - -	ditto - - -	ditto - - -	283	10	—	—	—		
ROYAL ADELAIDE - -	416	Riga - - -	ditto - - -	ditto - - -	560	21	—	—	—		
SWIFT - - - - - -	202	Egersund (Norway)	ditto - - -	Portsmouth - -	200	48	—	—	—		
EVERTHORPE - - -	327	ditto - - -	ditto - - -	ditto - - -	436	8	—	—	—		
LORD RAVENSWORTH - -	243	Memel - - -	Pictou - - -	Gloucester - - -	290	5	- - -	- - -	15	—	—
BLACK DIAMOND - - -	239	ditto - - -	Halifax - - -	Newcastle - -	288	27	—	—	—		
JOHNS - - - - - -	254	ditto - - -	Pictou - - -	Sunderland - -	323	48	- - -	- - -	20	—	—
MARY ANN - - - - -	141	ditto - - -	Sydney (Cape Breton)	St. Ives - - -	18	34	- - -	- - -	4	—	27
JOHN DUNN - - - -	201	ditto - - -	Halifax - - -	Cork - - -	- -	-	355	2,059	—		
TOTAL - - 13 Vessels -	3,507	- - - -	- - - -	- - - -	3,838	48	355	2,059	130	—	7

Inspector General's Office,
Custom House, London,
6 March 1835.

WILLIAM IRVING.

TIMBER IMPORTED.

A RETURN of all Cargoes of Timber shipped from the North of *Europe*, thence carried to Ports in *British America*, and imported into the United Kingdom; from 15 February 1834 to 7 February 1835.

(Earl of Lincoln.)

Ordered by The House of Commons, *to be Printed,*
20 *March* 1835.

60.

TOBACCO AND SNUFF.

RETURN to an Order of the Honourable The House of Commons,
dated 18 March 1835;—*for*,

—1.—

AN ACCOUNT of the Number of Pounds Weight of LEAF TOBACCO, MANUFACTURED TOBACCO, CIGARS and SNUFF, paid DUTY upon Quarterly, for the Year 1834, ending 5 January 1835; also, the Rate of Duty, and Total Amount of the same, distinguishing *England*, *Scotland* and *Ireland;* also, the Number of Pounds Weight of each, and Amount of Duty collected at the respective Ports of Importation, within the same Period, and the Total of each Quarter and Year.

—2.—

AN ACCOUNT of the Number of Pounds Weight of UNMANUFACTURED TOBACCO, MANUFACTURED TOBACCO, CIGARS and SNUFF Imported into *England*, *Scotland* and *Ireland*, from the United States of *America* and all other Parts, in the Year ending 1834, ending 5 January 1835; distinguishing the Quantities of each Denomination imported into the respective Ports of the United Kingdom, and from whence it came, describing the Quantity of Unmanufactured Tobacco, Manufactured called Negrohead, Manufactured Cigars and Snuff, and Total Amount of the same.

(*Mr. Grote.*)

Ordered, by The House of Commons, *to be Printed,*
14 *May* 1835.

1—AN ACCOUNT of the Number of Pounds Weight of LEAF TOBACCO, MANUFACTURED TOBACCO, CIGARS and SNUFF, paid Duty upon Quarterly for the Year 1834, ending 5th January 1835; also, the Rate of Duty, and Total Amount of the same; distinguishing *England*, *Scotland* and *Ireland*; also, the Number of Pounds Weight of each, and Amount of Duty collected at the respective Ports of Importation within the same Period, and the Total of each Quarter and Year.

	QUANTITY Entered for HOME CONSUMPTION in the United Kingdom in the Year ended 5th January 1835, distinguishing the respective Quarters of the Year.				GROSS AMOUNT OF DUTY RECEIVED THEREON.			
	Unmanufactured TOBACCO.	Manufactured Tobacco and Cigars.	SNUFF.	TOTAL.	Unmanufactured TOBACCO.	Manufactured Tobacco and Cigars.	SNUFF.	TOTAL.
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Quarter ended 5th April - 1834 - -	5,513,706	36,273	51 ½	5,550,030 ½	826,755 5 3	16,323 – 5	15 9 –	843,093 14 8
" 5th July " - -	5,146,647	34,567	19 ¾	5,181,233 ¾	771,589 3 9	15,556 3 8	6 1 6	787,151 8 11
" 10th October " - -	5,419,183	36,591	55 ¾	5,455,829 ¾	812,441 12 –	16,466 11 3	16 14 6	828,924 17 9
" 5th January - 1835 - -	5,113,950	38,229	34 ½	5,152,213 ½	766,202 13 –	16,602 3 10	10 7 –	782,815 3 10
TOTAL of the Year - £	21,193,486	145,660	161 ½	21,339,307 ½	3,176,988 14 –	64,947 19 2	48 12 –	3,241,985 5 2

		QUANTITY Entered for HOME CONSUMPTION in the United Kingdom in the Year ending 5th January 1835, distinguishing the respective Ports of Importation.				GROSS AMOUNT OF DUTY RECEIVED THEREON.			
		Unmanufactured TOBACCO.	Manufactured Tobacco and Cigars.	SNUFF.	TOTAL.	Unmanufactured TOBACCO.	Manufactured Tobacco and Cigars.	SNUFF.	TOTAL.
		Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	£. s. d.	£. s. d.	£. s. d.	£. s. d.
ENGLAND -	London - - -	5,702,780	117,855	79 ¾	5,820,714 ¾	855,149 4 –	52,435 15 6	24 1 6	907,609 1 –
	Portsmouth - -	23,045	885	16	23,946	3,437 8 3	397 19 3	4 16 –	3,840 3 6
	Cowes - - -	- - -	1	- - -	1	- - -	– 13 6	- - -	– 13 6
	Exeter - - -	23,542	161	- - -	23,703	3,531 6 –	72 9 –	- - -	3,603 15 –
	Plymouth - - -	37,208	51	1 ¼	37,260 ¼	5,554 – 9	22 18 6	– 7 6	5,577 6 9
	Falmouth - - -	2	420	17	439	– 5 3	189 5 5	5 2 –	194 12 8
	Bristol - - -	1,507,829	1,145	- - -	1,508,974	226,174 7 –	515 – 6	- - -	226,689 7 6
	Liverpool - - -	5,869,039	16,406	13	5,885,458	880,355 18 6	7,382 16 3	3 18 –	887,742 12 9
	Lancaster - - -	41,400	- - -	- -	41,400	6,210 – –	- - -	- - -	6,210 – –
	Whitehaven - -	26,890	- - -	- - -	26,890	4,033 10 –	- - -	- - -	4,033 10 –
	Newcastle - - -	582,117	108	- - -	582,225	87,317 11 –	48 12 –	- - -	87,366 3 –
	Sunderland - -	2,462	- - -	- - -	2,462	369 6 –	- - -	- - -	369 6 –
	Hull - - -	523,661	833	6	524,500	78,543 2 3	374 19 3	1 16 –	78,919 17 6
	Goole - - -	213,214	177	- - -	213,391	31,982 2 –	79 13 –	- - -	32,061 15 –
	Other Ports - -	- - -	114	17 ½	131 ½	- - -	51 6 –	5 5 –	56 11 –
SCOTLAND -	Leith - - -	701,438	1,997	3	703,438	105,215 14 –	898 13 –	– 18 –	106,115 5 –
	Thurso - - -	- - -	1	- - -	1	- - -	– 13 –	- - -	– 13 –
	Aberdeen - - -	207,125	- - -	- - -	207,125	31,068 15 –	- - -	- - -	31,068 15 –
	Greenock - - -	53,886	28	8	53,922	8,082 18 –	12 7 6	2 8 –	8,097 13 6
	Port Glasgow - -	21,437	- - -	- - -	21,437	3,215 11 –	- - -	- - -	3,215 11 –
	Glasgow - - -	938,464	725	- - -	939,189	140,769 12 –	326 5 –	- - -	141,095 17 –
IRELAND - -	Dublin - - -	1,534,625	3,242	- - -	1,537,867	230,193 15 –	1,458 18 –	- - -	231,652 13 –
	Wexford - - -	4,343	- - -	- - -	4,343	651 9 –	- - -	- - -	651 9 –
	Waterford - - -	521,447	225	- - -	521,672	78,217 1 –	101 – 6	- - -	78,318 1 6
	Cork - - -	561,397	651	- - -	562,048	83,186 2 –	292 19 –	- - -	83,479 1 –
	Limerick - - -	607,617	163	- - -	607,780	91,142 11 –	73 7 –	- - -	91,215 18 –
	Galway - - -	186,263	- - -	- - -	186,263	27,939 9 –	- - -	- - -	27,939 9 –
	Sligo - - -	89,607	- - -	- - -	89,607	13,441 1 –	- - -	- - -	13,441 1 –
	Londonderry - -	282,339	- - -	- - -	282,339	42,350 17 –	- - -	- - -	42,350 17 –
	Belfast - - -	682,574	472	- - -	683,046	101,695 13 –	212 8 –	- - -	101,908 1 –
	Newry - - -	175,058	- - -	- - -	175,058	26,258 14 –	- - -	- - -	26,258 14 –
	Drogheda - - -	72,677	- - -	- - -	72,677	10,901 11 –	- - -	- - -	10,901 11 –
TOTALS - -	ENGLAND - - - £.	14,553,189	138,156	150 ½	14,691,495 ½	2,182,658 1 –	61,571 8 2	45 6 –	2,244,274 15 2
	SCOTLAND - - - -	1,922,350	2,751	11	1,925,112	288,352 10 –	1,237 18 6	3 6 –	289,593 14 6
	IRELAND - - - -	4,717,947	4,753	- - -	4,722,700	705,978 3 –	2,138 12 6	- - -	708,116 15 6
	UNITED KINGDOM - £.	21,193,486	145,660	161 ½	21,339,307 ½	3,176,988 14 –	64,947 19 2	48 12 –	3,241,985 5 2

Rates of Duty, per lb. on Tobacco, in the Year ended 5th Jan. 1835.

Unmanufactured; viz.

	s. d.
Of any British Possession in America -	2/9
Of any other place - -	3/
Manufactured Tobacco and Cigars - - -	9/
Snuff - - - -	6/

2.—AN ACCOUNT of the NUMBER of Pounds Weight of UNMANUFACTURED TOBACCO, MANUFACTUUED TOBACCO, CIGARS and SNUFF, Imported into *England, Scotland* and *Ireland*, from the United States of *America* and all other Parts, in the Year 1834, ending 5th January 1835; distinguishing the Quantities of each Denomination imported into the respective Ports of the United Kingdom, and from whence it came; describing the Quantity of Unmanufactured Tobacco, Manufactured called Negrohead, Manufactured Cigars and Snuff, and Total Amount of the same.

TOBACCO IMPORTED IN THE YEAR ENDING 5th JANUARY 1835.

PORTS INTO WHICH IMPORTED.	Unmanufactured TOBACCO.	Manufactured TOBACCO and CIGARS.	SNUFF.	TOTAL.
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*
ENGLAND:				
London	20,970,242	921,467	82 ¾	21,891,791 ¾
Bristol	1,654,495	42	-	1,654.537
Liverpool	14,208,026	34,163	13	14,242,202
Newcastle	140,410	-	-	140,410
Hull	1,736	732	6	2,474
Other Ports	23	1,467	51 ¾	1,541 ¾
SCOTLAND:				
Leith	469,573	10	3	469,586
Greenock	12,128	1,161	8	13,297
Glasgow	1,040,484	-	-	1,040,484
Thurso	-	1	-	1
IRELAND:				
Cork	16,707	593	-	17,300
Belfast	4,036	232	-	4,268
Other Ports	-	14	-	14
TOTAL ENGLAND	36,974,932	957,871	153 ½	37,932,956 ½
TOTAL SCOTLALD	1,522,185	1,172	11	1,523,368
TOTAL IRELAND	20,743	839	-	21,582
UNITED KINGDOM	38,517,860	959,882	164 ½	39,477,906 ½

COUNTRIES FROM WHICH IMPORTED.	Unmanufactured TOBACCO.	Manufactured TOBACCO and CIGARS.	SNUFF.	TOTAL.
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*
Russia	2	235	-	237
Sweden	-	3	-	3
Prussia	5,143	-	-	5,143
Germany	131,179	4,669	12	135,860
Holland	192,508	2,059	13 ½	194,580 ½
Belgium	120,338	50	9 ½	120,397 ½
France	18,603	43	20 ¼	18,666 ¼
Portugal, the Azores and Madeira	-	10	16 ½	26 ½
Spain and the Canaries	-	63	-	63
Gibraltar	-	26	1 ½	27 ½
Italy	939	4	-	943
Malta	66	755	40 ¼	861 ¼
Ionian Islands	-	4	-	4
Turkey and Egypt	3,091	16	3	3,110
Western Coast of Africa	-	94	-	94
Cape of Good Hope	-	15	2 ½	17 ½
St. Helena and Ascension	-	14	-	14
Mauritius	-	2	-	2
East India Company's Territories and Ceylon	3,981	2,576	13 ¼	6,570 ¼
Java	-	1,556	-	1,556
Philippine Islands	-	1,715	-	1,715
China	-	92	-	92
New South Wales	-	14	-	14
British North American Colonies	7,926	47	10	7,983
British West Indies	6,047	2,060	7 ½	8,114 ½
Foreign West Indies; viz. Hayti	9	1	-	10
— Cuba	214,183	307,677	-	521,860
— St. Thomas	-	1	-	1
United States of America	37,804,871	635,916	7 ¼	38,440,794 ¼
Mexico	-	129	-	129
Columbia	8,974	-	-	8,974
Brazil	-	24	7	31
Chili	-	3	-	3
Isles of Guernsey, Jersey and Alderney	-	9	½	9 ½
TOTAL - £.	38,517,860	959,882	164 ½	39,477,906 ½

Inspector General's Office, Custom House, London,
18 April 1835.

WILLIAM IRVING,
Inspector General of Imports and Exports.

TOBACCO AND SNUFF.

ACCOUNTS

Of the Quantity of Tobacco, Cigars and Snuff, paid Duty upon in the last Year; also, the Quantity Imported in the Years 1834 and 1835.

(*Mr. Grote.*)

Ordered, by The House of Commons, *to be Printed,*
14 *May* 1835.

193.

TRINITY HOUSE (DEPTFORD STROND.)

RETURNS to several Orders of the Honourable The House of Commons,
dated 3d July 1835;—*for*,

— No. 1. —

A RETURN of all Rules and Regulations which have been established by the Corporation of Trinity House of *Deptford Strond*, subsequent to the last Session of Parliament, in relation to the Admission of Younger Brethren, and the Election of Elder Brethren of that Corporation.

AT a General Court of the Corporation of Trinity House of *Deptford Strond*, on Thursday, 12th February 1835;

It was Resolved, That all Regulations which have been at any time established respecting the qualifications and admission of Younger Brethren and Candidates, and the qualification and election of Elder Brethren, be rescinded, and that the following Regulations be established in lieu thereof; viz.

That any person desirous of becoming a Younger Brother shall be admissible at the pleasure of the Court, upon the proposition of any one Elder Brother, and without ballot, as heretofore.

That the Thirty-one Elder Brethren shall consist of not less than Twenty Persons, bred in the maritime service of the United Kingdom, who shall be deemed the acting Elder Brethren; and the remainder of either Ministers of State, Naval Officers of high rank, or other distinguished characters, who shall be considered Honorary Brethren, and not required to take active part in the discharge of the duties of the Corporation, although not restricted from so doing, should it be their pleasure to attend the Courts or Boards.

That any Younger Brother desirous of being admitted a candidate for the situation of a Maritime Elder Brother, shall, on notifying the same to the Deputy Master or other Member of the Court, be questioned as to his eligibility, by maritime service, to be elected an Elder Brother; which having been ascertained, the proposition for his admission to the List of Candidates may be made to the next Monthly Court, when the proposer and seconder shall declare that, to the best of their knowledge and belief, the person proposed is strictly eligible according to the regulations hereafter stated, so far as they relate to maritime service; and at the ensuing Monthly Court a ballot shall be taken upon that proposition, and no person shall be admitted a candidate against whose name there shall appear two negatives upon the ballot.

That no Younger Brother shall be eligible to be placed upon the List of Candidates to fill the office of an Elder Brother in room of any of the Maritime Members, who shall not have attained the rank of Commander in His Majesty's Navy for at least four years previously, and have served as such afloat during part of that time, or shall have served as Master in the Merchant service on foreign voyages for at least four years.

That no candidate shall be eligible to be elected an Elder Brother, on a vacancy occasioned by the death, resignation, removal or otherwise, of either of the Maritime Members who shall at the time be in the command of a vessel in His Majesty's Navy, or who, having been admitted a candidate from the Merchant service, shall be in the command of a merchant vessel, or shall at the time hold any commission or warrant in His Majesty's Navy, or shall be in the employ of any public body, corporation, department or individual whatsoever (except as director or member), or in any way under the control of the same, nor if he be at the time a broker, wharfinger or shopkeeper.

That if any of the Maritime Members shall accept either of a command in His Majesty's Navy, or shall take the command of or any situation in a merchant vessel, or shall accept of any appointment under any public body, corporation, department or individual whatsoever, so as to be under the control of the same (except as a director or member), or shall become a broker, wharfinger or shopkeeper, he shall be considered to have fallen within the terms of the charter, which provide for the displacing of Elder Brethren, and shall be displaced accordingly; and the Elder Brethren shall thereupon proceed to a new election in the manner hereinafter provided, and shall elect either the person so displaced or any other who shall be eligible, according to the foregoing regulations.

That on the death, resignation or removal of any Elder Brother, the vacancy thereby occasioned shall be notified to the next Monthly or Special Court, when it shall be determined whether the vacancy shall be filled by an Honorary or by an Acting Member, and a time appointed for a Special Court to be convened for the election of a successor, at such interval as shall allow of ten days' notice thereof being given.

That at the Court convened for the election of an Elder Brother, if it shall have been resolved to fill the vacancy by an Honorary Brother, the election shall be made by the majority of voices of the Elder Brethren present; but if it shall have been resolved that the successor shall be chosen from the maritime service, to take active part in the discharge of the duties of the Corporation, then the book containing the List of Candidates shall be handed by the Secretary to each Member present, beginning with the junior, who shall make one scratch against the name of each of three eligible candidates; and the names of the three candidates which shall have the greatest number of scratches, shall be placed on the ballotting box and be ballotted for, and whoever has the greatest number of balls, provided such number be that of the majority of the Brethren present, shall be by the

Master or his Deputy declared duly elected; but if the balls are so divided that such majority is not given to either of the three, then the names of those two who shall have the greatest number shall be again placed on the box and ballotted for, and whoever has the greatest number of balls shall be in like manner declared by the Master or his Deputy duly elected; whereupon the Court shall be adjourned to a subsequent day, upon which the Elder Brother so elected shall attend to be sworn, and to take his seat at the Board. But if in this proceeding it be found that the balls are divided in equal numbers, either upon the first, as regards three, or upon the second ballot as regards two, the Master or his Deputy shall adjourn the Court to a future day, when the ballot shall be renewed, and the election made in the manner hereinbefore directed.

Trinity House, London, 9 July 1835. (Errors excepted.)
J. Herbert, Sec.

— No. 2. —

STATEMENT, showing the MEASURES which have been adopted by the CORPORATION of TRINITY HOUSE of *Deptford Strond*, with a view to carry into effect the Recommendations contained in the REPORT of the SELECT COMMITTEE on the LIGHTHOUSES of the United Kingdom of the last Session of Parliament.

First,—IN accordance with the recommendation contained in the Report of the Committee, the Corporation have revised their "Regulations for the Admission of Younger and Elder Brethren;" and have made such alterations therein as will, they trust, be found calculated to accomplish the objects proposed by the Select Committee, so far as it appears to the Elder Brethren that they may be beneficially adopted, and which regulations are set forth at length in the Return to a separate Order of the Honourable House dated 3 July 1835.

Second,—Propositions have been submitted by the Corporation for the assent and confirmation of His Majesty in Council, for the purpose of carrying into effect the recommendations of the Select Committee which relate to the exemption of vessels putting into port by stress of weather; to vessels driven out of their course; and also of vessels employed in catching fish, from payment of Light Duties; and those Propositions having been confirmed by Order in Council, dated 7th February last, vessels so circumstanced have been exempted from payment of *Light* and *other Duties to the Trinity House*, since the 31st March last. The terms of the Order in Council are as follows; viz.

> "Vessels belonging to the United Kingdom, and also all Foreign Vessels, which may be driven by stress of weather to seek shelter in any British or Irish Port (excepting such as shall break bulk or take in cargo at such Port, and excepting also such as shall remain in Port longer than the state of the weather or the reparation of damage may render unavoidable), shall not be chargeable with any Light or other Duties payable to the Corporation of Trinity House of Deptford Strond; and no vessel shall be chargeable with the duty for any Light (such duty being payable to that Corporation), which such vessel may pass or receive benefit by, when driven out of her course by stress of weather.
>
> "All vessels, smacks and boats belonging to the United Kingdom, while actually employed in catching fish within soundings, shall be exempt from Light or other Duties payable to the Corporation of Trinity House aforesaid; but which exemption shall not extend to vessels which are employed in carrying to port fish caught by other vessels, or otherwise procured."

Third,—On the occurrence of vacancies in the office of Collector of their Duties at the following Ports, reductions in the rates of commission allowed thereat have been effected as follow; viz.

Beaumaris from 20 to 15 per cent., on the collection at Beaumaris only; the commission on the collection at the creeks thereof remains at 20 per cent. as before.

Chichester -	from 20 to 12½ per cent.
Cardiff - -	from 10 to 7½ per cent.
Carmarthen -	from 10 to 7½ per cent.
Shoreham - -	from 15 to 12½ per cent.

Fourth,—A correspondence has taken place with the Office of the Bills of Entry at the Custom House, and a reduction of the charge for furnishing information to this House, in relation to the arrival and departure of vessels, will be effected; but pending the probable transfer of the private Lights, and the arrangements and regulations which will be consequent thereon, it has been thought advisable to defer the final settlement of this subject.

Fifth,—The principle upon which Tables of Duties may be constructed, has been considered and determined on; and that desirable measure may be carried into effect, whenever the proposed transfer of Lighthouses to the Trinity House, and the consequent modifications of Duties shall have taken place.

The Elder Brethren are also prepared to carry into effect various of the other suggestions which are contained in the Report of the Select Committee, but which it has appeared to the Elder Brethren advisable to defer until they should be enabled by the proposed consolidation of management to establish, so far as practicable, a general system of uniformity.

Trinity House, London, 9 July 1835. (Errors excepted.)
J. Herbert, Sec.

— No. 3. —

STATEMENT of the Number of PENSIONERS on the Books of the CORPORATION of TRINITY HOUSE of *Deptford Strond*, on the 1st January 1835; distinguishing Men, Women and Children, and showing the Classification according to which they receive their respective Allowances; stating also the Number of Eligible Petitioners for the Pension on the 1st June 1835.

			Per Ann. £.	s.	d.	£.	s.	d.	£.	s.	d.
1st CLASS: Masters of Over-sea Traders and Colliers of 100 tons burthen and upwards - - - - - -		2,073 at	3	18	–	8,084	14	–			
2d CLASS: Masters of Coasters and Mates generally - -		1,995 at	2	18	6	5,835	7	6			
3d CLASS: Boatswains, Gunners and Carpenters - - -		801 at	2	12	–	2,082	12	–			
4th CLASS: Petty Officers - - - - - - - -		429 at	2	5	6	975	19	6			
5th CLASS: Seamen - - - - - - - - -		*936 at	1	19	–	1,825	4	–	18,803	17	–
TOTAL Number of Pensioners - - - -		6,234									
Children of certain of the above 6,234 Pensioners, at £. 1. 4. per annum each - - - - - - - - -		559		-	-	670	16	–			
Children of 530 Widows (not being themselves Pensioners), at £. 2. 8. per annum each - - - - - - -		1,712		-	-	4,108	16	–			
Orphans, at £. 2. 8. per annum each - - - - - -		52		-	-	124	16	–	4,904	8	–
		8,557									
Men - - - - - -	2,209							£.	23,708	5	–
Women - - - - - -	4,025										
Children - - - - - -	2,322										
		8,557									
Number of eligible Petitioners on the 1st June 1835 - - - - - -						3,820					

* Of the 936 Seamen and Widows comprising Class No. 5, about 200 have been admitted under peculiar or casual circumstances, such as wounded in the several great naval actions, &c., and the vacancies resulting from their death or disqualification are not filled up.

Trinity House, London,
9 July 1835.

(Errors excepted.)

J. Herbert, Sec.

— No. 4. —

RETURN of the Number of PERSONS who have been admitted to the OUT-PENSION LIST of the CORPORATION of TRINITY HOUSE of *Deptford Strond*, at each of the Four Quarterly Appropriations ending May 1835; setting forth the Names of the Persons so admitted, their Residences, the Allowance granted to each, and the Ground on which they have been respectively preferred to other Petitioners.

NAME.	Port or Place at or in the vicinity of which the Pensioners reside.	Rate of Allowance per Month.	GROUND of PREFERENCE.
AUGUST 1834.		s. d.	Aged—Years.
Ralph Roxby -	Sunderland -	3 –	86
Daniel M'Lean -	Dalgety, N.B.	"	84
William Reid -	Culross -	"	82
James Lee - -	Sunderland -	6 –	79
Buchn Ferguson -	Greenock -	3 –	78
Thomas Lund -	Scarborough -	4 6	78
Samuel Bissett -	Greenock -	3 6	77, ruptured.
Ralph Reid - -	South Shields	4 –	76
James Butter -	Dundee -	"	76
John Wildrage -	Stromness -	3 –	75
Ephraim Chalmers -	Greenock -	"	75
Evan Evans - -	Caernarvon -	4 6	75
John Trippall -	London -	4 –	74
James Ross - -	Leith - -	3 –	74
Robert Russell -	Shields - -	6 –	74
Henry Bolton -	ditto - -	6 –	74
Archibald Crawford	Greenock -	3 –	74
William Dickie -	ditto - -	4 6	74
William Burn -	Sunderland -	4 6	73
John Gardener -	Aberavon -	4 –	73
James Bulman -	Whitehaven -	4 6	72
William Lewis -	Shields - -	"	72, suppression of urine.
George Linsley -	Sunderland -	6 –	72
John Ross - -	ditto - -	3 –	72
John Leech - -	Wells - -	4 6	72
Robert Anderson -	London -	3 6	71
Thomas Leighton -	Newcastle -	3 6	71
John A. Fisher -	London -	3 6	71
Jos. Fry - -	Ilfracombe -	4 6	70
William Stigans -	Poole - -	6 –	70
Thomas Penhorwood	Appledore -	4 6	69, disabled.
Henry Simpson -	Bristol - -	4 6	69, lunatic & paralytic.
Francis Stamper -	Workington -	4 –	67, disabled.
Nicholas Lucraft -	Plymouth -	3 –	65, ditto.
William Dodds -	Eyemouth -	4 6	64, rupture and general debility.
William Malcolm -	Liverpool -	6 –	63, paralytic.
Magnus Thompson -	Leith - -	3 –	62, blind.
James Goodall -	Sunderland -	6 –	62, paralytic.
George Carr - -	ditto - -	4 6	57, ditto.
John Fleck - -	ditto - -	6 –	55, blind.
W. B. Martin -	Shields - -	4 6	54, paralytic.
David Jones - -	Liverpool -	3 –	51, ditto.
Richard Turnivall -	Shields - -	4 6	50, ditto.
Charles Sparks -	London -	3 6	50, lost use of both arms.
Michael Nearman -	ditto - -	"	48, a cripple from rheumatism.
Michael Field - -	Liverpool - -	4 6	48, nearly blind.
AUGUST 1834.		s. d.	Aged—Years.
William Williams -	Amlwch -	"	47, blind.
Eliz. Roberts - -	Rhyddlan -	"	79
Mary Reed - -	Sunderland -	6 –	79
Helen Walker -	Kincardine -	3 –	77
Margaret M'Laren -	Alloa - -	6 –	76
Hannah Dixon -	Shields - -	4 6	73
Eliz. Dinance -	Sunderland -	4 –	69, shaking palsy.
Ann Conn - -	Shields -	4 6	65, paralytic.
Mary A. Lloyd -	Chatham -	"	64, rheumatic gout, &c.
Mary Burn - -	Shields -	4 –	61, paralytic.
Mary Welsh - -	Yarmouth -	4 6	56, wholly disabled by disease in parturition.
Mary Fletcher -	Whitby -	3 –	38, subject to fits.
Alice Hosking -	Falmouth -	"	35, nearly blind from cataract.
			Young Children.
Ann Clibbett - -	Appledore -	4 – each child	7
Hannah Hunter -	Sunderland -	"	6
Jane Rankine -	Kincardine -	"	5
Eleanor Morris -	Caernarvon -	"	5
Thomasine Harris -	Falmouth -	"	5
Ann Tiffin - -	Maryport -	"	5
Mary Grey - -	Newburgh -	"	5
Ann Storm - -	Shields -	"	5
Lydia Harrison -	Whitby -	"	5
Mary Brooks - -	Bristol - -	"	4
Rachel Mordew -	Shields -	"	4
Eliz. Young - -	Aberdeen -	"	4
Eliz. Abberton -	Leith - -	"	4
Jane Milne - -	Boston -	"	4
Mary Garbutt -	Whitby -	"	4
Eliz. Wood - -	Shields -	"	4
Catharine Hardcastle	Liverpool -	"	4
Jane M. Pratt -	Newcastle -	"	4
Eleanor Carr - -	Shields - -	"	4
Eleanor Brace -	ditto - -	"	4
Mary Hughes -	Fishguard -	"	4
Margaret Morrison -	Shields - -	"	4
Mary A. Gourlay -	Yarmouth -	"	4
Mary A. Downs -	Southampton -	"	4
Margaret Jameson -	Aberdeen -	"	4
Sarah M. Sims -	Barking -	"	4
Jane Collins - -	Kingsbridge -	"	4
Jane Rhind - -	London -	"	4
Sarah Hesket - -	Allonby -	"	4
Isabella Leveson -	Sunderland -	"	4
Maria Cockburn -	ditto - -	"	4

(continued.)

No. 4.—Number of Persons admitted to Out-Pension List of the Corporation of Trinity House—*continued.*

NAME.	Port or Place at or in the vicinity of which the Pensioners reside.	Rate of Allowance per Month.	GROUND of PREFERENCE.
August 1834.		s. d.	Young Children.
Sophia Mason	London	4 – each child	4
Ann Laurie	Leith	„	4
Mary James	Liverpool	„	3 herself totally blind.
November 1834.			Aged—Years.
John Shannon	Greenock	3 –	96
Bryan Stafford	Sunderland	4 6	93, blind.
Robert Paterson	Greenock	3 –	85
John Ling	Barking	4 6	81
Lewis Williams	Barmouth	6 –	79
Daniel Boston	Liverpool	3 –	78, paralytic.
John Rowntree	Sunderland	4 6	77
Humphrey Emptage	Margate	„	76
Daniel Blue	Greenock	„	76
Donald M'Pherson	ditto	„	76
Thomas Morden	Blackwall	4 –	75
Jos. Baker	Sunderland	4 6	75
Jos. Bennett	Plymouth	„	74
William Philip	Aberdeen	„	74
Jos. Jarden	Greenock	„	74
Archibald M'Innes	ditto	3 –	74, shaking palsy.
Robert Roberts	Aberdovey	4 6	74
John Morris	Liverpool	3 6	73
Robert Atkinson	Sunderland	4 6	73
Richard Jones	Caernarvon	„	73
James Carr	Sunderland	„	72
Evan Evans	Aberystwith	„	72
John Mackay	Greenock	3 –	72
William Ramsay	Shields	4 6	71
John Richards	Newport, (Pembroke)	„	71
John Haw	Shields	6 –	71
Charles Vint	Irvine, N.B.	4 6	71
Robert Fleck	Shields	„	71
William Moor	Sunderland	6 –	71
David Isaac	Fishguard	4 6	70, bedridden.
John Henderson	Glasgow	3 6	70, fractured thigh.
Samuel S. Coates	Cork	4 6	70
Thomas Williams	Llanelly	„	70
William Brotherton	Falmouth	4 –	70
Edward Stewart	Limehouse	6 –	70
Samuel Chivers	Mile End	„	70
William Hepple	Shields	4 –	70
Beswick Hinderwell	London	6 –	70
William Stranger	Whitby	„	70
John Greenlaw	Whitehaven	4 6	69, broken thigh.
John Golligher	Liverpool	3 6	69, contused hip.
Joseph Manuel	London	3 –	68, quite disabled.
Edward Chapman	Ratcliff	3 6	69, general debility.
Thomas Guest	Sunderland	6 –	68, passes blood from the bladder.
Edward Mensforth	ditto	4 6	66, has fits
William Thompson	London	3 –	63, occasional aberration of intellect.
Alex. Templeman	Arbroath	„	61, cripple.
Richard Humphreys	Towyn	4 6	60, broken thigh.
Neil Dewar	Greenock	3 6	41, lost both hands and feet.
George Brown	London	4 6	58, blind.
Thomas Hillier	Bristol	4 –	43, ditto.
John Thorncraft	Brighton	3 –	37, ditto.
Griffith Fox	Swansea	4 –	54, ditto, and fractured skull.
James Henderson	London	4 6	52, ditto.
Duncan M'Ewing	Greenock	4 –	49, ditto.
John Thompson	Sunderland	4 6	64, nearly blind.
John Weatherhead	Shields	6 –	56 paralytic.
William Thomas	Caernarvon	3 –	56 ditto.
Mary Beale	Poole	4 6	84
Helen Livingston	Leith	„	77
Joan Webb	Bridgwater	„	74
Janet White	Leith	3 –	73
Jane Hardy	Maryport	4 6	73
Eliz. Byrne	Liverpool	„	73
Catharine Colter	ditto	„	72
Jane Bennett	Shields	6 –	71
Eliz. M'Ewan	Sunderland	3 –	71
Eliz. Humphreys	Dolgelly	4 6	71
Hannah Kemp	Liverpool	3 –	71
Mary John	Fishguard	4 6	71
Eliz. West	Shields	6 –	71
Jane Hempseed	London	3 –	70, paralytic.
Eliz. Farley	Whitby	3 6	70
Jane Seaville	Brixham	3 –	70
Christian Burnley	Poole	4 6	70
Mary Lonsdale	Sunderland	6 –	69
Dorothy Phillips	Fishguard	4 6	68; petition 10 years registered; disabled shoulder.
Ann Cutter	Shields	6 –	67, disabled.
November 1834.		s. d.	Aged—Years.
Dorothy Miller	Liverpool	4 6	67, shaking palsy.
Esther Jones	Caermarthen	„	63, nearly blind.
Ellen Toombs	Liverpool	3 6	64, asthmatic, petition 10 years registered.
			Young Children.
Mary Fletcher	London	4 – each child	5
Margaret James	Cardigan	„	5
Eliz. Stocks	Scarborough	„	5
Mary Voyland	Liverpool	„	5
Mary Matthias	Milford	„	5
Mary Thompson	Liverpool	„	5
Hannah Kupcke	London	„	5
Sarah Watson	Shields	„	5
Eliz. Turner	Sunderland	„	5
Mary Hunter	Shields	„	5
Hannah Gallilee	Hinderwell	„	4
Janet Muckle	Leith	„	4
Margaret Tongs	Sunderland	„	4
Mary Coxon	ditto	„	4
Mary Hallinson	ditto	„	4
Ann Peterson	Scarborough	„	4
Rachel Watson	Sunderland	„	4
Grace Emerson	ditto	„	4
Jane Johnson	ditto	„	4
Susanna Linthorne	Poole	„	4
Jane Cason	Lynn	„	4
Mary Stephenson	London	„	4
Margaret Griffiths	Caernarvon	„	4
Catharine Williams	ditto	„	4
Eliz. Heatley	Alemouth	„	4
Jane Williams	Pwllheli	„	4
Mary Rose	London	„	4
Margaret Flisher	Weymouth	„	4
Eliz. Hunn	Boston	„	4
Ellen Hughes	Anglesey	„	4
Mary Ferguson	Liverpool	„	4
Janet Bannerman	Aberdeen	„	4
Eliz. Comb	Greenock	„	4
Frances Laing	Lynn	„	4
Louisa Darling	London	„	4
February 1835.			Aged—Years.
William M'Intyre	Dumbarton	6 –	85
Archibald M'Fie	Greenock	3 –	83
John Dawley	Bantry	„	82
James Stewart	Rothesay	4 6	81
Robert Bruce	Greenock	„	81
Michael Welsh	ditto	4 –	81
James Nicol	W. Wemyss	„	80
James Beith	Port Glasgow	3 6	80
James M'Conochy	Port Bannatyne	3 –	80
John Thompson	Whitby	4 6	80
William King	Saltcoats	4 6	80
Allan Bayllie	ditto	3 –	80
William Barnett	Whitby	„	80
Edward Paul	South Shields	6 –	78
William Guard	Padstow	4 6	77
Adam Bowie	Port Glasgow	3 –	76, blind.
James O'Hara	Liverpool	„	76
Joseph Dodds	South Shields	4 –	75
Robert Roberts	Aberdovey	4 6	75
William Finlayson	Sunderland	4 6	75
William Ewan	Newport, (Pembroke)	3 –	74
William Dodgson	Workington	4 6	73
Wardel Williamson	Whitby	3 –	73
William Newton	South Shields	4 –	72
Richard James	Sunderland	6 –	72
William Smith	North Shields	3 6	72
James Evans	Blaenporth	4 6	72
William Stevenson	North Shields	4 –	72
John Birkett	Whitehaven	4 6	71
John Widdicombe	Broadhempton	„	71
Thomas Williams	Liverpool	3 –	71
Henry Llewellyn	ditto	„	71
John Gardner	North Shields	4 –	71
Robert Wallace	Workington	6 –	71
Morgan Davies	Aberystwith	4 6	71
Lewis Jones	Neath	„	70, disabled.
Jacob Burton	Whitby	3 6	70
Edward Murphy	Sunderland	3 –	68, palsy.
Griffith Morgan	Cardigan	4 6	67, petition 11 years registered.
William Berry	Swansea	„	66, bedridden.
John Bevan	Appledore	„	66, fractured skull.
George Drummond	Campbeltown	„	62, blind.
William Reid	Poplar	4 –	62, paralytic.
Lachlan Currie	Campbeltown	4 6	58, blind.
William Penhorwood	Appledore	„	58, diseased spine.
John Usher	North Shields	4 –	57, paralytic.

No. 4.—Number of Persons admitted to Out-Pension List of the Corporation of Trinity House—*continued.*

NAME.	Port or Place at or in the vicinity of which the Pensioners reside.	Rate of Allowance per Month.		GROUND of PREFERENCE.
FEBRUARY 1835.		s.	d.	Aged—Years.
Archibald Kinley	Leith	3	–	54, hip and right elbow diseased.
John Harrington	Sunderland	4	6	54, nearly blind.
George Hills	Bexley	3	–	53, paralytic.
Henry Tate	Sunderland	4	6	50 ditto.
Thomas Brien	Peterhead	3	–	44, both feet frost-bitten; on crutches.
John Wilson	Wemyss	„		41, blind.
Daniel Peach	Blackheath	6	–	43, ditto.
John Young	Blackwall	4	–	35, paralysed and speechless.
James Kelly	Appledore	„		32, burnt by lightning.
John Daniels	Poplar	3	–	34, blind.
John F. Reid	Bermondsey	4	6	30, lost right arm.
Peter Greenwell	Commercial-road	3	–	27, ditto.
John Stranger	North Shields	4	–	61, ruptured and rheumatic.
Mary Duncan	Greenock	6	–	84
Janet Sharp	Saltcoats	4	6	84
Agnes M‘Pherson	Greenock	3	–	82
Mary M‘Kellar	ditto	4	6	81
Janet Jamieson	ditto	6	–	81
Jean Hamilton	Saltcoats	4	6	80
Mary Young	ditto	3	–	80
Mary Rogers	Greenock	6	–	80
Sarah Amesbury	Liverpool	4	–	76
Mary Thomas	Cardigan	4	6	76
Eliz. Hay	Liverpool	3	–	75
Jean Robinson	South Shields	3	5	74
Mary Mathieson	Campbeltown	6	–	73, blind.
Jane Downey	South Shields	3	6	73
Eliz. Mattocks	Aberdeen	4	6	71
Mary Roberts	Liverpool	4	–	71
Jane Mansfield	Horsleydown	6	–	71
Ann Fearon	Workington	4	6	71
Mary Conner	Sunderland	4	6	71
Lydia Caius	Workington	„		70
Susanna Clarke	Yarmouth	„		65, disabled.
Ann Oxley	Liverpool	6	–	64, ditto.
Jane Richard	Nevin	4	–	63, paralytic.
Jane Reid	Shadwell	6	–	63, lost use of her arm.
Isabella Reynolds	Sunderland	„		62, diseased heart.
Jane Torvigge	Stepney	3	–	61, both arms stiff; totally disabled.
Eleanor Gibson	Liverpool	4	6	60, blind.
Eliz. M‘Arthur	Bermondsey	6	–	55, paralysis.
Mary Davis	Stepney	„		52, nearly blind.
				Young Children.
Ann Scott	Sunderland	4	–	5
		each child		
Mary Elder	Earsdon	„		5
Ellen Catholl	Poplar	„		5
Eleanor Donovan	Poole	„		5
Sarah Read	Boston	„		5
Catharine Trebilcock	St. Colomb	„		5
Jean M‘Arthur	Greenock	„		5
Nancy Liddle	Hull	„		5
Eliz. Melhuish	Swansea	„		5
Isabella Forster	Lynn	„		5
Mary Currie	Rothesay	„		5
Ann M‘Lachlan	Greenock	„		5
Mary Taylor	South Shields	„		5
Jean Steedman	Kincardine	„		4
Eliz. Roberts	Weymouth	„		4
Margaret Stein	Alloa	„		4
Jane Duke	Bethnal Green	„		4
Eliz. Olver	East Looe	„		4
Ann Liddell	Sunderland	„		4
Charlotte Cloyde	Bristol	„		4
Harriet Dixon	Barking	„		4
Susanna Babb	Bideford	„		4
Eliz. Irwin	Whitehaven	„		4
Simona Junor	Cromarty	„		4
Ann Keeble	Woodbridge	„		4
Sarah Reedman	Whitby	„		4
Mary Jones	Holyhead	„		4
Eliz. Watson	South Shields	„		4
Mary Dixon	ditto	„		4
MAY 1835.				Aged—Years.
George Hannah	Port Glasgow	3	–	87
Robert Gowan	Gourdon, N. B.	4	6	84
Alexander Smith	Dysart	3	–	81
John Banks	Whitehaven	4	6	80
James Pringle	Kirkcaldy	3	–	79
George Smith	Shields	„		78, blind.
James Nash	Liverpool	3	6	77
John Roberts	Caernarvon	4	6	77
Humphrey Pritchard	ditto	„		76
Alexander Martin	Newburgh	6	–	7[illegible]
MAY 1835.		s.	d.	Aged—Years.
John Jackson	Scarborough	4	–	74
John Dickenson	Whitehaven	4	6	74
Owen James	Fishguard	„		74
David Thomson	W. Wemyss	3	6	74, blind.
Thomas Carr	Sunderland	3	–	73
William Parry	Caernarvon	4	6	72
John Richardson	Whitby	„		72
Thomas Davies	Cardigan	„		72
Thomas Hall	Shields	„		71, paralytic.
Thomas Forder	Fareham	„		71
John Walker	Sunderland	6	–	71
John Dale	Shields	6	–	71
James Austen	Brixham	4	6	71
Abraham Reay	Sunderland	6	–	70
Thomas Mitchell	ditto	4	6	70, ditto.
Henry Aynsley	Shields	4	–	70
John Wilson	Scarborough	4	–	70
David Parry	Cardigan	3	–	70, bad sight.
John Williams	Northam	4	6	70
James Main	Shields	4	6	70
Thomas Robertson	ditto	„		70, lost use of right hand.
Jeremiah Driscoll	Skibbereen	„		70
Henry Booth	Liverpool	4	–	70
John Davidson	ditto	„		71
James Elliott	Berwick	4	6	69, petition 9 years registered.
James Smith	London	3	6	69, petition 11 years registered.
James C. Smith	ditto	6	–	65, wounded in the head
William Stevenson	Shields	4	–	69, broken arm.
Stephen Miller	ditto	4	6	66, vertigo and diseased testicle.
Thomas Cook	ditto	6	–	41, paralytic, lost the use of left side.
John Mearns	Montrose	4	6	60, blind.
John Bowes	Workington	6	–	42, ditto.
John Sadler	London	4	–	53, lost right arm.
Thomas Shaw	Glasgow	6	–	62, paralytic and nearly blind.
George F. Roberts	Tenby	4	6	65, asthma and general debility.
William Duff	Penzance	„		65, ruptured and nearly blind.
John Rowntree	Sunderland	6	–	64, wholly disabled.
Morgan Evans	Cardigan	4	6	69, rheumatic.
John Crammont	London	3	–	58, right shoulder fractured.
David Humphreys	Liverpool	6	–	55, lost use of his limbs from shipwreck.
Thomas Davies	Aberporth	4	6	52, aneurism of heart.
William Burnett	Shields	6	–	58, paralytic.
John Gibb	Kincardine	3	–	49, ditto, and insane.
Andrew Wilkes	London	4	–	58, fistula, loss of toes, stricture, &c.
Thomas Vasey	Scarborough	„		35, lost all his toes, feet have never healed.
John Johnson	Glasgow	3	–	48, paralytic and nearly speecless.
John Harrington	Sunderland	6	–	43, paralytic.
Harrison Mitchinson	Liverpool	6	–	35, paralytic, and lost use of lower extremities.
Samuel Brown	London	3	–	51, paralysis, broken leg, stricture and fistula.
Moses Griffith	Caermarthen	4	–	72
Richard Sims	Yarmouth	6	–	60, chronic affection of the head.
David Walker	Ratcliff	„		72, paralytic.
William Tupe	Totnes	„		56, ditto.
Jane Lacey	Sunderland	„		93
Eliz. Banfill	Bristol	3	6	84
Thomas Wiseman	Banff	6	–	84
Jane Neill	Irvine	„		84
Catherine Walker	Shields	4	6	83
Jane Syme	Irvine	6	–	85
Mary Thompson	Greenock	3	–	82, bedridden
Betty Norris	Liverpool	„		76
Margaret Carter	Whitby	„		73
Eliz. Watson	Sunderland	6	–	74
Mary Russell	Dysart	3	–	75
Ann Coulson	Shields	„		73
Eliz. Emley	ditto	„		72
Eliz. Storey	ditto	6	–	72
Ann Lowry	Devonport	3	6	73
Mary Walker	Liverpool	6	–	71
Jane Pattison	Workington	4	6	71
Frances Mitchell	Whitehaven	„		71
Eliz. Dyer	Ilfracombe	3	–	71
Isabella Kennedy	North Shields	6	–	44, disabled, and two children disabled.
Eliz. Wear	Scarborough	4	6	71
Rachel Williams	Liverpool	3		71

(*continued.*

No. 4.—Number of Persons admitted to Out-Pension List of the Corporation of Trinity House—*continued.*

NAME.	Port or Place at or in the vicinity of which the Pensioners reside.	Rate of Allowance per Month.	GROUND of PREFERENCE.
MAY 1835.		s. d.	Aged—Years.
Eliz. Nicholls	Lynn	4 6	70
Mary Lunsdown	Boston	"	70
Eliz. Bell	Sunderland	6 –	64, blind.
Mary Duck	London	4 –	62, prolapsus uteri.
Mary Pearson	Liverpool	6 –	69, petition 10 years registered.
Isabella Affleck	Maryport	4 6	68, ditto, 13 years ditto.
Eliz. Nicholls	Braunton	"	64, broken leg.
Margaret Gayon	Aberdeen	"	69, petition 13 years registered.
Sarah Perriton	Poole	3 –	67, scrofula.
Mary Rogers	ditto	"	57, enlargement of the bowels.
Eliz. M'Bain	Greenock	"	52, blind.
Mary Connell	ditto	4 6	58, insane.
Eliz. Leaver	Camberwell	"	63, right hand contracted, and rupture.
Mary Palmer	Plymouth	6 –	48, wholly disabled by an illness of 12 years' duration.
Isabella Hills	Sunderland	"	65, prolapsus uteri.
			Young Children.
Mary Lockwood	Lynn	4 – each child	5
Mary Cole	London	"	5
Eliz. Massingham	Lynn	"	5

NAME.	Port or Place at or in the vicinity of which the Pensioners reside.	Rate of Allowance per Month.	GROUND of PREFERENCE.
MAY 1835.		s. d.	Young Children.
Eleanor Jones	Holyhead	4 – each child	5
Harriet Pill	Bideford	"	5
Sarah Bowes	Barking	"	4
Sarah Pascoe	Limehouse	"	4
Ann Adams	Shields	"	4
Margaret Hunter	ditto	"	4
Eliz. Mills	Arbroath	"	4
Mary Durrell	Yarmouth	"	4
Mary Fletcher	Liverpool	"	4
Margaret Hughes	ditto	"	4
Agnes Stevenson	ditto	"	4
Mary Antonie	Greenock	"	4
Agnes Matthew	Leith	"	4
Caroline Edwards	Caernarvon	"	4
Thomasine Ellington	Sunderland	"	4
Mary Newton	ditto	"	4
Thomasine Lightfoot	Shields	"	4
Mary Mackie	Liverpool	"	3
Ann Welsh	Sunderland	"	3
Mary Milne	Aberdeen	"	3
Sarah Teasdell	Yarmouth	"	3
Eliz. Lake	Wells	"	3
Eliz. Nicholson	Shields	"	3
Susanna M'Millen	ditto	"	3, chronic ulceration of the throat.

SUMMARY of the foregoing STATEMENT of the Number of PERSONS admitted to the OUT-PENSION LIST at each of the Four Quarterly Appropriations of Vacancies, ending May 1835; viz.

	Men.	Widows.	Children.
In AUGUST 1834	47	12	147
NOVEMBER 1834	58	23	150
FEBRUARY 1835	59	29	129
MAY 1835	63	37	106
TOTAL	227	101	532

Trinity House, London,
9 July 1835.

Errors excepted.

J. Herbert, Secretary.

TRINITY HOUSE (DEPTFORD STROND.)

RETURNS

RELATIVE TO THE

CORPORATION OF TRINITY HOUSE

OF

DEPTFORD STROND.

(*Mr. Hume.*)

Ordered, by The House of Commons, *to be Printed*,
10 *July* 1835.

371.

WEIGHTS AND MEASURES.

A RETURN of all Inspectors of Weights and Measures appointed under the Act of last Session, and of any other Inspectors of Weights and Measures now holding that Office under the Provisions of any former Acts.

RETURNS FROM CLERKS OF THE PEACE, ENGLAND.

BEDFORD.

Thomas Kilpin and Benjamin Kilpin, of Bedford, ironmongers, are the only inspectors of weights and measures within the county of Bedford, appointed under the Act of last Session, or any former Acts, and they are also appointed for the town of Bedford.

6 March 1835. *Theed Pearse.*

BERKS.

John Broad, of Reading, in the county of Berks, tailor and draper, appointed under the Act of 4 & 5 Will. 4, c. 49, inspector of weights and measures for the county of Berks.

Newbury, 5 March 1835. *W. Budd.*

BUCKS.

Mr. William Gleadah - - - -	Aylesbury
Mr. Joshua Rolls - - - -	Great Marlow.

25 March 1835. *Thomas Tindal.*

CAMBRIDGE.

On Friday, the 5th day of December 1834, John Harrison Angier, of the town of Cambridge, gentleman, was appointed inspector of weights and measures for the county of Cambridge, under the Act of last Session.

William Playford, of Mildenhall, in the county of Suffolk, has for some years past held that office under the provisions of former Acts, and still continues to hold it.

Mr. Playford is not an inspector appointed to stamp the weights and measures, but to examine whether the proper weights and measures are used.

Christopher Pemberton.

CHESTER.

The undermentioned persons were appointed, by the Justices assembled in Quarter Sessions for the county of Chester on the 5th of January last, inspectors of weights and measures for this county, under the provisions of the Act of the last Session of Parliament, viz.

Samuel Turner Robinson, of Birkenhead; for Wirrall Hundred.

Charles Broster, of Haughton Moss, Tarporley; for Broxton and Eddisbury Hundreds.

Robert Bobby Clarke, of Groppenhall, near Warrington; for the Western Division of Bucklow Hundred.

William Bowker, of Lymm, near Warrington; for the Eastern Division of Bucklow Hundred.

John Barrow, of Stockport; for so much of the Stockport Division of the Hundred of Macclesfield as is comprised within the Manor of Stockport.

Joseph Middleton, of Hyde, near Manchester; for the remainder of the Stockport Division of the Hundred of Macclesfield.

Armitstead Sedgwick, of Macclesfield; for the Prestbury Division of the Hundred of Macclesfield.

John Henshall, of Northwich; for the Hundred of Northwich, save such parts thereof as are comprised within the limits of the Borough of Congleton.

Thomas Mellor, of Nantwich; for the Hundred of Nantwich.

An inspector has been appointed by the borough magistrates of Congleton for that borough, with whose name I am unacquainted, but who is not connected with the county at large.

The inspectors of weights appointed under former Acts of Parliament are,

Edward Bateman, of Chester; for Broxton, Eddisbury and Wirrall Hundreds.
Thomas Perris, of Lymm, near Warrington; for Bucklow Hundred.
George Burgess, of Macclesfield; for the Prestbury Division of Macclesfield Hundred.
William Birch, of Stockport; for the Stockport Division of Macclesfield Hundred.
Thomas Mellor, of Nantwich; for Nantwich Hundred.
Joseph Munday, of Middlewich; for Northwich Hundred.

7 March 1835. *Henry Potts.*

CORNWALL.

Inspectors appointed under the Act of last Session:

Names.	Residences.
John Parkin	Lostwithiel.
Josias Phillips	Redruth.

Inspectors holding office under former Acts:

William Woolcock	Helston.
William Purchase	Penzance.
William Rowe	Truro.
John Rapsey	same.
Samuel Trounce	Veryan.
William Furze	
Joseph Moone	Liskeard.
John A'Lee	Talland.
William Murray	Liskeard.
William Rowe	Newlyn.

Edward Coode.

CUMBERLAND.

William Jackson, of Carlisle, for Cumberland Ward.
Robert Bailey, of Penrith, for Penrith.

There are no other inspectors of weights and measures now holding that office under the provisions of any former Act.

9 March 1835. *W. Hodgson.*

DERBY.

NAMES OF INSPECTORS.	Names of Places at which they are to Act.
Mr. George Webster	Derby.
Mr. Thomas Whitaker	Ashborne.
Mr. John Marshall	Wirksworth.
Mr. George Muglistone	Repton, near Derby.
Mr. Jesse Radford	Belper, near Derby.
Mr. Robert Hodkin	Bakewell.
Mr. William Crossland	Chapel-en-le-Frith.
Mr. William Thompson	Alfreton.
Mr. Samuel Hollingworth	Chesterfield.
Mr. Jonathan Oates	Glossop.

There are no other inspectors of weights and measures in the county of Derby now holding that office under the provisions of any former Acts.

6 March 1835. *Jno. Charge.*

DEVON.

Inspectors appointed under the recent Statute:

Places of Deposit of Weights and Measures.	Name of Inspector.
Exeter	Thomas Pollard, of St. Thomas the Apostle.
Newton Abbott	Edward Croydon, of Newton Abbott.
Okehampton	William Ponsford, of Okehampton.
Modbury	John Walter, of Modbury.
Barnstaple	John Barry, of Barnstaple.
Tiverton	Thomas Mitchell, of Tiverton.
Honiton	Henry Hurd, of Honiton.

Examiners appointed by the Magistrates of the Divisions under the previous Acts:

Name.	Division.
Jonathan Walters	Ermington and Plympton.
William Caseley	North Grand Division.
James Day	Southern Division of Roborough.
Richard Thorn	Crockernwell.
Thomas Pollard	Bidge-End, Crediton, and West Budleigh.
Thomas Hole	Stanborough and Coleridge.
Henry Southcott	Woodbury.
Richard Fry	Hayridge.

9 March 1835.

R. Eales.

DORSET.

John Thurman, of Weymouth and Melcombe Regis.
Samuel Pegler, of Blandford Forum.
Charles Frampton, of Beaminster.

There are the following corporate towns in the county of Dorset; namely, Dorchester, Weymouth and Melcombe Regis, Bridport, Lyme Regis, Shaston, Corfe Castle and Wareham; and I understand that inspectors for those towns are appointed by the corporate bodies, but as the Act does not require a registry of their names in my office, I have no certain information about them.

T. Fooks.

DURHAM.

DISTRICTS for which Appointments made.	Persons Appointed under the Act of last Session, (4 & 5 Will. IV. c. 49.)	Persons holding Office under the Provisions of former Acts. (*b*)
City of Durham (*a*)	John Nicholson.	
Durham Ward	- - - - -	- - the same John Nicholson and John Bland.
South Shields (*a*)	Solomon Sutherland	- - the same Solomon Sutherland and Joseph Robb.
Stockton (*a*)	William Wadeson Watson	- - the same William Wadeson Watson.
Sunderland (*a*)	Thomas Cook.	
Sunderland Parish (*c*)	- - - - -	- - Matthias Newton, Robert Mitchell, Thomas Shields and Edward Browell.
Bishopwearmouth Parish (*d*)	- - - - -	- - Thomas Forster, John Hall and John Bailes.
Monkwearmouth Parish (*d*)	- - - - -	- - Robert Mills and Mark Lumsdon.
Houghton-le-Spring Parish	- - - - -	Ralph Anderson.
Darlington (*a*)	John Harrison.	

(*a*) The justices in sessions fixed upon the seven places (marked *a*) as the central and convenient places, where copies of the imperial standards being already deposited should remain; and appointed inspectors for those places only, except North Durham (*see* note (*f*.) It was understood that the inspectors should act for those towns and their respective neighbourhoods.

(*b*) It is doubted whether these appointments are not superseded by the appointments under 4 & 5 Will. IV. c. 49, but nothing further has been done to supersede them.

(*c*) Sunderland parish is identical with "Sunderland."

(*d*) These parishes adjoin Sunderland.

DISTRICTS for which Appointments made.	Persons Appointed under the Act of last Session, (4 & 5 Will. IV. c. 49.)	Persons holding Office under the Provisions of former Acts (*b*)
Darlington Ward, South-east Division.	- - - - -	the same John Harrison.
Barnardcastle (*a*)	Richard Waddilove.	
Gateshead (*a*)	Thomas Cox.	
Parishes of Gateshead, Whickham, Ryton and Washington, and Chapelry of Heworth (*e*).	- - - - -	the same Thomas Cox.
Craike (near Easingwold)	- - - - -	Mr. Plowman, of Haxby.
Bishop Auckland	- - - - -	- - George Ramshaw, of Rushyford and William Dobson.
Chester Ward, Middle Division.	- - - - -	- - Charles John Scott, of Chester-le-Street.
North Durham	- - Charles Cuthbertson, of Tweedmouth (*f*).	

(*a*) The justices in sessions fixed upon the seven places (marked *a*) as the central and convenient places where copies of the imperial standards being aleady deposited should remain, and appointed inspectors for those places only, except North Durham (*see* note *f*.) It was understood that the inspectors should act for those towns and their respective neighbourhoods.

(*b*) It is doubted whether these appointments are not superseded by the appointments under 4 & 5 Will. 4, c. 49, but nothing further has been done to supersede them.

(*e*) These parishes, &c. are in the neighbourhood of Gateshead.

(*f*) Appointed conditionally, provided he could obtain the loan of the Berwick Standards.

12 March 1835. *John Dunn.*

ESSEX.

INSPECTORS appointed under Act of last Session.

Names of Inspectors.	Residences.
Robert Cosby Tomlinson	Braintree.
William Reeves	Colchester.
Thomas Wellby	Saffron Walden.
Benjamin Carrington	Thorpe.
Thomas Stoneham, the younger	Springfield, near Chelmsford.
William Curtis	Billericay.
John Delamare	Romford.
Edmund Champness	Epping.
Thomas Salmon	Rochford.
John Strutt Hance	Maldon.

As to any other inspectors of weights and measures now holding that office under the provisions of any former Acts, I have to state, that there were inspectors appointed under such Acts, but as they have, by direction of the court of quarter sessions, delivered up the weights and measures with which they had been supplied at the expense of the county, it is apprehended, that in consequence of the Act of last session relative to weights and measures, such former inspectors have ceased to execute the duties of their office. The divisions in which they were appointed, and their names and residences, were as follow; (namely):

Divisions.	Names and Residences.
Brentwood	John Sturgeon, Brentwood.
Chelmsford	William Rumball, Chelmsford.
Colchester	William Reeves, Copford, near Colchester.
Dengie	Joseph Brown, Maldon.
Dunmow	George Leech, Dunmow.
Epping	Edmund Champness, Epping.
Freshwell	Samuel Dodd, Great Bardfield.
Hinckford	John Johnson and James Brenes, Halsted.
Ilford	David Dorward and Samuel Davies, Woodford.
Ongar	Edmund Champness, Epping.
Rochford	Edward White, Rochford.
Tendring	James Holby, Thorpe.
Walden	Thomas Wellby, Saffron Walden.
Witham	Samuel Birkin, Coggeshall.

Springfield-place, 7 March 1835. *Parker.*

GLOUCESTER.

John Browne Browne, of the city of Gloucester.
John Lardner, of Moreton-in-Marsh.
Charles Heaven, of Cirencester.
Thomas Watkins, of Stroud.
Nigel Riddiford, of Dursley.
Thomas Francis Christopher, of St. Philip and Jacob, near Bristol.
Charles Edward White, of Tewkesbury.
William Court, of the Gorst, near Coleford.

I have no knowledge of any other inspectors of weights and measures in this county, now holding that office under the provisions of any former Acts.

Dursley, 10 March 1835. *Edw. Bloxsome.*

HEREFORD.

County of Hereford - - - Andrew Thompson, of the city of Hereford, for the whole County; appointed under the Act 4 & 5 Will. 4, c. 49.

The Magistrates acting for the hundreds of Greytree and Wormelow have usually appointed an inspector of weights and measures to act within those hundreds, under the provisions of the former Acts. The person who held that office died about four or five months ago; if any one is appointed, it has not been reported to the Clerk of the Peace.

The Magistrates of the City of Hereford and Borough of Leominster have also appointed inspectors to act within their respective limits under the said Act, viz.

City of Hereford - - - William Howells.
Borough of Leominster - - - Joseph Bradford.

6 March 1835. *Thos. Bird.*

HERTFORD.

William Nunn, of Hertford, and Michael Chapman, of Hitchin, were, at the last Michaelmas Sessions, appointed inspectors of weights and measures for the County of Hertford, under the provisions of the Act 4 & 5 Will. 4, c. 49; and not any persons hold any appointment as such inspectors under any former Act of Parliament.

St. Albans, 6 March 1835. *J. S. Story.*

HUNTINGDON.

Thomas Cole, of St. Ives, in this county, was appointed inspector of weights and measures for the whole of the County of Huntingdon, under the Act of 4 & 5 Will. 4, c. 49, which office he also held under the provisions of the former Acts relating to weights and measures.

6 March 1835. *James Housden,*
Pro *Robt. Sherard,* Clerk of the Peace.

KENT.

Thomas Thurston	Ashford.
Thomas Davis John Roots	Eltham, near Canterbury.
John Beal	Wingham.
Robert Cowtan	Canterbury.
Richard White	Sittingbourne.
John Monshall	Sheerness.
John Briggs	Sevenoaks.
John Churcher	Bromley.
Samuel Dobell	Cranbrook.
John Chalklen	West Malling.
Benjamin Lewis	Tunbridge Wells.
Robert Rugg	Bearsted, near Maidstone.
Richard Hodges John Farmer	Greenwich.
Charles Chandler Pattison	Chatham.
William Lucas Pearce	Dartford.

I am not aware that there are any inspectors of weights and measures now holding that office under the provisions of any former Act.

H. A. Wildes.

LANCASTER.

NAMES.	RESIDENCES.	DISTRICT FOR WHICH APPOINTED.
Alan Backhouse Salmon	Ulverston	Lonsdale Hundred, North Sands.
John Simpson	Lancaster	Ditto - - South Sands.
Joseph Myers	Preston	Amounderness Hundred.
Samuel Newton	Burnley	Blackburn Hundred, Higher Division.
Christopher Hindle	Blackburn	Ditto - - Lower ditto.
Nathaniel Brownbill	Chorley	Leyland Hundred.
Peter Leigh	Salford	Salford Hundred, Manchester Divis.
Charles Johnson	Rochdale	Ditto - - Rochdale ditto.
Matthew Butcher	Bolton	Ditto - - Bolton ditto.
William Shaw	Everton, near Liverpool	West Derby ditto, Kirkdale ditto.
Ralph Balshaw	Ormskirk	Ditto - - Ormskirk ditto.
James Johnson	Prescot	Ditto - - Prescot ditto.
Thomas Wright	Newton, near Warrington	Ditto - - Warrington ditto.

12 March 1835. *Gorst and Birchall.*

LEICESTER.

About 20 years ago inspectors of weights and measures were appointed for respective hundreds within this county at certain annual salaries; and the following persons are now the inspectors of weights and measures: viz.

John Billings, for the Hundreds of Framland and Guthlaxton;
John Henson, for the Hundred of West Goscote;
Thomas Penn, for the Hundred of East Goscote;
John Sanderson, for the Hundred of Gartree;
Samuel Hester, for the Hundred of Sparkenhoe;

And they continue to hold that office to the present time.

At the last Michaelmas sessions, the court of quarter sessions, pursuant to the provisions of the Act of the last session, ordered and appointed, that the said several inspectors of weights and measures should be provided with a stamp for the stamping and sealing all weights and measures to be used in the county, to be examined and compared with the copy of imperial standard weights and measures verified and stamped at the Exchequer, which had been provided by the magistrates, and deposited at the county public-office; and that the several inspectors should attend at the several market towns within the county for that purpose.

10 March 1835. *Thomas Freer.*

LINCOLN—Parts of Holland.

Inspectors appointed under the Act of last Session:

John Paul, of Wigtoft, William Simonds, of Frampton, John Coupland, of Freiston, Joseph Rinder, of Wrangle, for the Hundreds of Kirton and Skirbeck.

Thomas King, of Spalding, and Thomas Pick, of Holbeach, for the Hundred of Elloe.

There are no other inspectors holding that office under former Acts; but the same persons examine the beams, balances and scales, and weight the bread, in the several parishes and places in their respective hundreds.

Boston, 7 March 1835. *Francis Thirkill.*

LINCOLN—Parts of Kesteven.

The following persons were appointed inspectors of weights and measures:

Parker Smith, of Caythorpe, near Grantham, auctioneer; William Payne, of New Sleaford, yeoman; and the same persons were appointed inspectors under the former Act.

Sleaford, 14 March 1835. *W. Forbes.*

LINCOLN—Parts of Lindsey.

Christopher Rogers, Gainsborough.
Thomas Hollis, Spilsby.

There are no inspectors now holding that office under the provisions of former Acts, within my knowledge.

There are examiners, but they are appointed in petty sessions, and their names are not returned to me.

Spilsby, 5 March 1835. *Jno. H. Hollway.*

MIDDLESEX.

Appointed under the Act of 4 and 5 Will. 4, c. 49.

Richard George Baker, No. 106, Upper East Smithfield, opposite the entrance to the London Docks.

Thomas Mitchelson, Charlotte Mews, Tottenham Court Road.

Joseph Strother, at the corner of Curtain-road, near Shoreditch Church.

Charles Murray, Uxbridge.—*N. B.* Before the passing of the 4 and 5 Will. 4, c. 49, Mr. Murray was annually appointed, by a petty sessions held for the Division of Uxbridge, an examiner of weights and balances, under the 37 Geo. 3, c. 143.

Charles Stock, Brewer-street North, Goswell-street-road, near Sadler's Wells.

John Jago, 3, Little Harcourt-street, near the Yorkshire Stingo, in the New-road.

Thomas Reynolds, 4, Holland-place, Kensington.

James Child, Hounslow.

Henry Panton Reeves, High-road, Tottenham, opposite White Hart Lane.

John Ross, Burrowes, Hendon.—*N. B.* He does not now hold the office, having been dismissed by the court for misconduct.

Appointed under the Local Act of 35 Geo. 3, c. 73, for the Parish of St. Mary-le-Bone.

Eastern Division.

Jonathan Robinson, 10, Pine Apple-place.
George John Bolton, 85, High-street.
Thomas Pearson, 17, New Quebec-street.
William Brain, 20, Grove-terrace.
Bartholomew Snowden, 13, Chapel-street, Edgware-road.
William Powell, 1, Salisbury-place.
Henry Walton, 9, New Quebec-street.
William Mills, 35, Adam-street West.
Richard James Rees, 45, George-street, Portman-square.
John Kennedy, 1, New Quebec-street.

Western Division.

John Harrison, 1, Little Woodstock-street.
Robert Turner, 15, Charles-street, Manchester-square.
Thomas Knight, 8, Westmoreland-street.
William Gilbert, 86 *a*, Oxford-street.
Benjamin Vialls, 18, Oxford-street.
John Berwick, 8, Great Chesterfield-street.
George Drew, 86, Oxford-street.
William Boyls, 4, Bowling-street.
Thomas Binning, 6, Little Woodstock-street.
John Poulter, 1, Great Chesterfield-street.

Appointed under the Local Act of the 59 Geo. 3, c. 39, for the Parish of Saint Pancras.

Charles Senior, 1, Regent-place.
John Smith, 55, Judd-street.
John Barton, 2, Constitution-row.
David Groves, 33, Chichester-place.
William Thornton, 12, Grenville-street.
William Atkinson, 12, Manchester-street.
John William Cundey, 21, Doughty-street.
Sidney Smith, 54, Burton-street.
John Riddle, 18, Judd-street.
George Renny, 27, Bernard-street.
George Hawkesley, 22, Upper North-place.
James Levison, 17, Brunswick-square.
Robert Mosley, 3, Doughty-street.
George Dore, 9, Upper North-place.
Andrew James, 15, Heathcote-street.
William Cordwell, 26, Kenton-street.
Nicholas Skottowe, 161, Albany-street.
John Simpson, 28, Henry-street.
John Mayon, 6, Judd-place East.
Charles Rich, 10, Palace-row.
James Stewart, 58, George-street.
Robert Clark, 10, Upper Cleveland-street.
John Ephraim Bigg, 54, London-street.
Charles Pettit, 1, Chester-terrace.
Samuel Cowley, 34, Robert-street.
Jeremiah Joyce, 9, Palace-row.
Henry Greenhalgh, 1, Henry-street.
Daniel M'Kellah, 124, Albany-street.
Charles Baker, 131, Tottenham-court-road.
John Rogers, 1, Charles-street.
John Lock, 32, London-street.
John M'Farlan, 35, London-street.
Samuel Baxter, 12, Albany-street.
Frederick Oswald Perkins, 22, Chester-terrace.
Charles Fowler, 1, Gordon-square.
Henry Sturla, 52, Seymour-street.
George Jenkinson, 25, Grafton-street East.

Joseph Cheesewright, 12, Chapel-street.
Thomas Marton, 8, Francis-street.
John Nevelle, 7, Francis-street.
Henry Freeborn, 4, Charlotte-street.
Richard Yates, 7, Charlotte-street.
Richard Hammon, 9, Charlotte-street.
Samuel Stansbury, 34, Goodge-street.
William Presland, 45, Goodge-street.
George Ward, 48, Goodge-street.
Thomas Skrymsher, 86, Charlotte-street.
Charles Henson, 1, Charlotte-street.
Richard Hall, 15, Percy-street.
George Walker Head, 36, Percy-street.
John Crouch, 33, Grafton-street East.
Thomas Brittain, 39, Grafton-street.
Thomas Pratt, 36, Tottenham-court-road.
Thomas Saunley, 38, Seymour-street.
Thomas Hodges, 189, Tottenham-court-road.
John Dunbar, 187, Tottenham-court-road.
Thomas Chapman, 179, Tottenham-court-road.
Thomas Weston, 166, Tottenham-coart-road.
Thomas Field, 163, Tottenham-court-road.
Ralph Wilcoxon, 93, Tottenham-court-road.
George Loader, 74, Tottenham-court-road.
Joseph Kaye, 55, Tottenham-court-road.
Richard W. Cook, 11, Bayham-street.
George Berry, 45, Mornington-place.
Frederick Burrowes, 29, Mornington-crescent.
James Wallis, 1, Union-terrace.
Richard Lloyd, 14, Mornington-crescent.
James Cadman, 17, Park-street.
Samuel Pritchard, 81, Park-street.
Henry Young, 3, Holmes-terrace.
William Thompson, 87, Park-street.
John Coke, 9, Fitzroy-place.
James Alder, New Chapel-place.

Appointed under the Act of 37 Geo. 3, c. 143, for the parish of Willesden.

Edward Brown, Willesden.
Thomas Twyford, Willesden.

Appointed under the Act of 37 Geo. 3, c. 143, for the Hundred of Edmonton.

John Barker, Enfield.

Appointed under the Act of 55 Geo. 3, c. 43, for the following places in the Division of New Brentford.

Township of New Brentford.

William Durban, New Brentford.
Ebenezer Beazley, same place.

Precinct of Norwood.

John Venables, Southall-green.
James Walton, Norwood-green.

Parish of Hanwell.

James Dowden, Hanwell.
Henry Goreing, same place.

Parish of Greenford.

James Higgs, Greenford.
William Woodman, same place.

Parish of Isleworth.

James Atkins, Isleworth.
Jacob Crowther, same place.

Parish of Heston.

Joseph Finch, Hounslow.
Isaac Cannon, same place.

Parish of Twickenham.

Charles West, Twickenham.
William Hierons, same place.

2 April 1835. *Charles P. Allen.*

MONMOUTH.

John James the younger, of the town of Usk, appointed (by the Magistrates assembled at Michaelmas sessions 1834) for the County, under the Act of last session of Parliament.

Thomas Hawkins, of the borough of Newport, appointed for the said Borough on the 30th December 1834, by John Owen and John Williams, magistrates of the said borough, under the provisions of the Act of the last session.

William Jones, of the borough of Monmouth.

Usk, 11 March 1835. *Alx. Jones.*

NORFOLK.

Inspectors appointed under the Act of the last Session:

Norwich, Thomas William Stevenson.
Loddon, Thomas Puncher.
Rollesby, Richard Norman.
Harleston, Samuel Carman.
Attleburgh, Jane Francis.
Watton, James Balls.
Wymondham, Thomas Johnson.
Hockwold, William Tuddenham.
Downham, John Long.
Grimstone, John Barrett.
Swaffham, William Plowright.
East Dereham, Francis Webster.
Fakenham, John Wright.
Holt, Mark Massingham.
Aylsham, George White.
Southrepps, James Spurrell Plumbly.
Docking, Richard Winter.
Wighton, Thomas Read.
Hackford next Reepham, Alexander Sands.
Stratton St. Mary, Edmund Peck.
Smalburgh, William Washington Smith

Inspectors holding Office under Provisions of former Acts:

Hundred of Launditch - - - Daniel Ward.
North Greenhoe - - - - Thomas Read.
Remainder of the county - - John Shickle.

7 March 1835. *Robert Copeman.*

NORTHAMPTON.

INSPECTORS.	RESIDENCES.	FOR WHAT DIVISIONS APPOINTED.
Thomas Sanders -	Northampton - -	Northampton and Towcester.
James Bartlett - -	Brackley - -	Brackley and Daventry.
John Keene - -	Kettering - -	Kettering, Oundle and Wellingborough.

No other inspectors of weights and measures are holding the above office under any former Acts.

18 March 1835. *Chas. Markham.*

NORTHUMBERLAND.

1. John Blake, Morpeth.
2. Joseph Jackson, Moothall.
3. James Cousins, Alnwick.
4. Samuel Hall, Tynemouth.
5. John Leith, Hexham.

These five individuals are appointed inspectors of weights and measures under the Act of the last Session; they have each a set of the Imperial standards in their custody, under the provisions of that Act; and these are all the inspectors so appointed in the county of Northumberland.

There are no other persons holding the office of inspector (under the provisions of any former Acts) at all similar to the situation created by the Act of the last Session, inasmuch as they are not empowered to take fees, nor have they the charge of any legalized set of standard weights and measures.

The officers I allude to are the examiners of weights and measures, appointed for each petty sessions district, by the Justices in petty sessions, whose duty it is to search all shops and premises of persons who sell by retail, and to examine all weights and balances, and all measures, and to seize those that are not according to the standard in the Exchequer, and lay an information against the offenders, who may be fined to the extent of 20 *s.* and not less than 5 *s.* The appointments of examiners are made under the 35 Geo. 3, c. 102; 37 Geo. 3, c. 143, & 55 Geo. 3, c. 43.

These Acts are very useful, and the occasional examination of the weights and measures, in each petty sessions district, have been attended with the most beneficial results to the public.

The examiners are not entitled to any fees, but are paid out of the county-rate for their trouble, by an order of the court of quarter sessions upon the county treasurer.

There is another class of officers who inspect weights and measures, and examine them to see that they are just, according to the legal standards, and these are the officers appointed by courts leet, for manors; sometimes the jury, by the custom, have the power of examining and seizing defective weights and measures, and sometimes the bread-weighers and ale-conners or other officer, according to the custom of each particular manor, have that power.

In many manors in this county the lord has been at the expense of procuring models of the Imperial standards in the Exchequer, for the use of the inhabitants of the manor, to regulate their weights by; but, by the Act of the last Session, these copies of the Exchequer standards are of no use to verify the weights and measures of the manor, as no weight or measure can now be used for comparison but the standards deposited with the inspectors under the Act of the last Session.

Presuming that the inspectors having the charge of the Imperial standards, and being empowered to take fees from the public, are the only sort of persons within the spirit of the resolution of the House of Commons, I have not delayed this Return to ascertain the names of the examiners or the officers of leets, which could not be done without considerable trouble and delay.

The Justices of the Peace having issued certain rules, framed under the provisions of the Act of the last Session, for the guidance of the inspectors, I beg to enclose a copy of these rules with this Return.

Alnwick, 11 March 1835. *Robert Thorp.*

Rules for Inspectors.

ORDERED, that the inspectors of weights and measures do strictly observe the following rules in verifying and stamping such weights and measures as may be brought to them for that purpose:

1. All weights and measures corresponding in length, weight and capacity with the standards may be stamped, although not of the same shape as the standards.

2. No weight made of lead or pewter shall be stamped.

3. No weight under 56 lbs., or measure under a bushel, shall be stamped, but those established by law, and which are the following only, namely:

Measures:—Bushel, half bushel, peck, gallon, half gallon, quart, pint, half pint, gill, half gill, an Imperial standard yard.

Avoirdupois weight:—lbs.	oz.	drams.
56	8	8
28	4	4
14	2	2
7	1	1
4	0	0
2	0	0½
1	0	0

Troy weight:—oz.	dwts.	grains.
12	10	12
6	5	6
3	3	3
2	2	2
1	1	1

4. The standards are not to be used to put right defective weights and measures. If any person shall bring a weight or measure to be compared, which on trial is found to be defective, it is the duty of the inspector to refuse to stamp it, according to the usage in the Exchequer; and he is not to allow the standards to be used to correct such weight or measure, as that would necessarily render the standards themselves defective much sooner than if used as a test only for proving the correctness.

5. The inspectors are to be supplied with stamps by the clerk of the peace for stamping or sealing all weights and measures used, or to be used in the county, on each of which stamps a castle is to be impressed or engraved, and which stamps, having the said device thereon, shall be taken to be the stamp for this county, and none other shall be considered as legal stamps.

6. The inspectors shall stamp, in such manner as best to prevent fraud, all such weights and measures as shall, on comparison, be found to correspond with the standards, for which examination, comparison and stamping, the following fees shall be taken, as fixed by the said Act, namely:

For Examining, Preparing, and Stamping,

All Brass Weights.	s.	d.
For each half hundred weight	1	6
For each quarter of a hundred weight		9
For each stone		6
For each weight under a stone		1½
All Iron Weights, or Weights not made of Brass.		
Each half hundred weight		6
Each quarter of a hundred weight		3
Each stone, and under a stone		2

All Wooden Measures.	s.	d.
Each bushel		6
Each half bushel		3
Each peck, and all under		2
Each yard		6
All Measures of Capacity, of Copper or other Metal.		
Each four-gallon	1	4
Each two-gallon		8
Each gallon		4
Each half gallon		2
Each quart		1
Each pint and under		½

7. Every inspector shall, on receiving due notice, attend to examine and compare, and if found correct, to stamp such weights and measures as shall be produced to him.

8. Every inspector shall keep a book, wherein he shall enter minutes of all such comparison, and give a certificate under his hand of every such stamping, if required.

9. The Imperial standards are not to be taken out of the Correction House, but all weights and measures required to be verified must be brought there for that purpose.

NOTTINGHAM.

A RETURN of Inspectors of Weights and Measures appointed under the Act 4 and 5 Will. 4, by the Justices of the Peace for the County of Nottingham.

Mr. William Cooke and Mr. John Wright, for the hundred of Broxtowe, the town of Warsop, and the South Division of the hundred of Thurgarton.

The said John Wright and Mr. John Pilgrim, for the hundred of Rushcliffe.

The said John Pilgrim and Mr. Edward Dean, for the hundred of Bingham.

Mr. Thomas Spencer, for the hundred of Newark and North Division of the hundred of Thurgarton.

Mr. John Manwaring, for the hundred of Bassetlaw (except the town of Warsop.)

N. B.—The Justices for the borough of Newark have appointed inspectors under the Act.

There are no inspectors in this county holding that office under the provision of any former Act.

Newark, 6 March 1835. *Edward Smith Godfrey.*

OXFORD.

Mr. Frederick Thomas Sadler, Oxford; Mr. Daniel Hartley, Deddington; Mr. Isaac Newton Lawrence, Witney; Mr. Thomas Barnes, Watlington; appointed under the Act of last Session.

There is not any inspector appointed under a former Act.

5 March 1835. *John M. Davenport.*

RUTLAND.

There is only one inspector of weights and measures for this county, and that person is William Banks, of Great Casterton, in the same county.

Oakham, 5 March 1835. *Wm. Ades.*

SALOP.

Mr. Samuel Farlow, of Theatre Buildings, Shrewsbury, police officer, was appointed inspector of weights and measures for this county by the court of quarter sessions, under the Act of the last Session; there is no other inspector of weights and measures that I am aware of for this county holding office under the provisions of any former Acts.

Shrewsbury, 7 March 1835. *John Loxdale.*

SOMERSET.

Henry Marsh and John Passmore, Bath; Edward Cockey and Henry Cockey, Frome; William James Gingell and William Wallis, Wrington; John Marsh Long and Francis King, Ivelchester; Robert Tapscott and Thomas Cuff Webb, Ilminster; John Paul and Thomas Lucas, Dunster; William Kingsbury and Benjamin Ackland, Taunton.

Edward Coles.

SOUTHAMPTON.

NAME.	RESIDENCE.	DIVISION.
Nathaniel Davis	Alton	Alton.
Thomas Fouthrop	Andover	Andover.
John Renouf	Basingstoke	Basingstoke.
Edward Wyatt	Bishop's Waltham	Droxford.
Edward Turner	Fareham	Fareham.
James Loft	Overton	Kingsclere.
John Renouf	Basingstoke	Odiham.
William Albury	Petersfield	Petersfield.
Thomas Butt	Romsey	Romsey.
James Plowman	Eling	Southampton.
James White	Ringwood	Ringwood
Thomas Bridle	Lymington	Lymington.
William Allen, sen.	Newport, Isle of Wight	Isle of Wight.
Robert Muspratt	Winchester	Winchester.

Winchester, 6 March 1835. *T. Woodham.*

STAFFORD.

Mr. John Kenderdine, Forebridge, Stafford.
Mr. Edward Jordan, Penn, Wolverhampton.
Mr. Thomas Griffin, Leek.

No person in this county now holds the office of inspector of weights and measures under the provisions of any other Act than that of last Session.

7 February 1835. *Arthur Hinckley.*

SUFFOLK.

Samuel Steggale, Lawshall.
Samuel Playford, Mildenhall.
John Shickell, Norwich.
John Nixon, Ixworth.
George Gurdon, Hadleigh.
Thomas Cage, Ashfield-cum-Thorpe.
Abraham Garrett, Little Glemham.
John Stannanought, Woodbridge.
John Mickleburgh, Woodbridge.
Joseph Buck, Alderton.
William Dybale, Bungay.
Richard Earl, Bungay.
Edward Morgan, Beccles.
George Smith, Lowestoft.
John Jay, Peasenhall.
William Denham, Ipswich.
Robert Raffe, Ipswich.
Thomas Blomfield, Wilby.
Charles Williams, Stowmarket.
John Frewer, Stowmarket.
William Mowle, Yaxley.
John Hewitt, Needham Market.

J. Borton.

SURREY.

Examiners (or Inspectors) appointed by the Petty Session under 37 Geo. 3.

John Creswell Wade, of Union-street, Southwark, for the borough of Southwark and hundred of Brixton.

John Stanford, of Hersham, near Esher, for hundreds of Kingston and Elmbridge, Copthorne, Effingham and Godly.

John Eldridge, of Croydon, for hundreds of Wallington, Tandridge and Wootton.

Richard Bacon Foster, of Guildford, for hundreds of Blackheath, Godalming and Wokeing.

George Holdsworth, of Reigate, and George Doubell, of Reigate, for hundred of Reigate.

Inspectors appointed by the Quarter Session, under 4 & 5 Will. 4.

The said John Creswall Wade, for the same district as he is appointed examiner.

The said John Stanford, for the same district as he is appointed examiner.

The said John Eldridge, for the same district as he is appointed examiner, with the addition of the hundred of Reigate.

The said Richard Bacon Foster, for the same district as he is appointed examiner.

Charles John Lawson.

SUSSEX.

Robert Wills, Chichester.
John Mance, Petworth.
George White, Worthing.
Charles Sheppard, Horsham.
Henry Bartlett, Lewes.
Samuel Duly, Brighton.
James Damper, Mayfield.
Richard Payne, East Grinstead.
Thomas Foord, Battle.

The clerk of the peace is not aware of any other inspectors of weights and measures for this county now holding that office under the provisions of any former Acts.

Lewes, 5 March 1835. *Wm. V. Langridge.*

WARWICK.

*Mr. William Cooper, Henley-in-Arden, maltster.
*Mr. John Brearley Payn, Birmingham, maltster.
*Mr. William Vero, Atherstone, hat-manufacturer.
*Mr. Josiah Woodley, Kington, ironmonger.
Mr. Henry Tipping, 33, Church-street, Leamington Priors, joiner.
Mr. Thomas Simmons, Atherstone, brazier.
Mr. William Henry Avery, 12, Digbeth, Birmingham, scale-maker.
Mr. William Blews, 9, Bartholomew-street, Birmingham, brass-weight-maker.
Mr. Thomas Bourne, sen., 56, Broad-street, Birmingham, brass-weight-maker.
Mr. Thomas Bourne, jun., 1, Mount-street, Birmingham, scale-maker.
Mr. William Daniel Brownell, High-street, Bordesley, near Birmingham, constable.
Mr. William Chambers Day, 118, Suffolk-street, Birmingham, scale-maker.
Mr. Lawrence Garland, 47, Bull-street, Birmingham, scale-maker.
Mr. George Redfern, Moor-street, Birmingham, police officer.
Mr. Edward Whitfield, 16, Church-street, Birmingham, scale-maker.

Those marked with an asterisk were appointed previous to the Act of last session, and have since been re-appointed.

The nine last-named inspectors are only to continue in office till the ensuing Easter sessions.

6 March 1835. *W. O. Hunt.*

WESTMORLAND.

There has been only one inspector of weights and measures appointed by the Magistrates for the county, viz. Isaac Sewell, of Appleby.

There are not any other inspectors of weights and measures now holding that office under the provisions of any former Acts.

Appleby, 10 March 1835. *R. S. Stephenson.*

WILTS.

The only inspector appointed for this county, under the Act of last session, is Mr. Francis Buonaparté Axford, of Devizes. There is no other person now holding that office under the provisions of any former Acts.

Wilton, 7 March 1835. *Jno. Swayne.*

WORCESTER.

The following Persons were appointed under the Act of last Session:

For the Hundred-House Division, Thomas Tyler, of the town of Tenbury, baker.
For the Worcester Division, Richard Stockall, of Hallow.
For the Pershore Division, William Hooper, of Pershore.
For the Upton Division, George Boulter, of Hanley Castle, farmer.

For

For the Kidderminster, Stourbridge and Dudley Divisions, Mr. Charles Matthews, of Hagley.

For the Droitwich and Northfield Divisions, Mr. John Bell Crane, of Bromsgrove.

For the Blockley Division, Mr. Thomas Snow, of Shipston-upon-Stour.

The following Persons are stated by the Clerks of Petty Sessions to have been Inspectors previous to the passing of the Act of last Session:

For the Worcester Division, Richard Stockall, of Hallow.

For the Hundred-House Division, Thomas Tyler, of the town of Tenbury, baker.

For the Droitwich Division, James King, of Bromsgrove, and Stephen Sill, of Droitwich.

For the Pershore Division, William Hooper, of Pershore.

For the Blockley Division, in 1816, William Horne, of Moreton-in-Marsh.
in 1828, William Summers, of Cheltenham, for Gloucestershire and Blockley Division of Worcestershire.

For the Kidderminster Division, none previously to the late Act.

For the Stourbridge Division, Thomas Crudgington, assistant overseer of Stourbridge, and William Craig, constable, of the same place, and one or two other persons for the Town of Stourbridge and Parish of Old Swinford, in the said Division.

I am unable to ascertain whether any inspectors were appointed for the Dudley and Northfield Divisions previously to the late Act.

14 March 1835. *James Best.*

YORK—East Riding.

Samuel Shepherd, of Beverley.
Charles Fox, of Sculcoates.
John Vickerman, of Sculcoates.
Robert Smelt, of Beverley.
James Boyes, of Beverley.
John Nornabell, of Southcoates.
James Campbell, of Howden.
George Bagley, of Pocklington.
John Robinson, of Lockington.
The Chief Lord of the Manor of Bridlington.
Edward Ashley, of Molescroft.
Godfrey Park, of Catwick.
William Hudson, of Howsham.
William Hill, of Bielby.
Charles Reeves, of Woodhall.
William Raines, of Winestead.

Beverley, 10 March 1835. *Hen. Jno. Shepherd.*

YORK—North Riding.

DIVISION.	NAME.	RESIDENCE.
Allertonshire - - -	* Christopher Hudson -	Crosby, near Northallerton.
Ditto - - - - -	* Christopher Langdale -	Northallerton.
Birdforth - - - -	Henry Masterman - -	Thirsk.
Ditto - - - - -	William Peacock - -	Thirsk.
Bulmer - - - -	* John Plowman - -	Haxby, near York.
Ditto - - - - -	* Thomas Amos - -	Haxby, near York.
Gilling, East - - -	* William Readman -	Kiplin, near Catterick.
Ditto - - - - -	* Thomas Meek - -	Sowerby, near Thirsk.
Gilling, West - - -	* Thomas Barker - -	East Layton, near Richmond.
Hang, East - - - -	* George Dryden - -	Aiskew, near Bedale.
Ditto - - - - -	Thomas Plews - -	Skelton, near Boroughbridge.
Hang, West - - -	* John Morgan - -	Middleham.
Ditto - - - - -	* Leonard Holmes - -	Leyburn.
Hallikeld - - - -	William Fall - - -	East Tanfield, near Ripon.
Ditto - - - - -	William Heddon - -	Baldersby, near Ripon.
Langbaurgh, East - -	Richard Walker - -	Guisborough.
Langbaurgh West - -	* George Brigham - -	Rudby, near Stokesley.
Malton - - - - -	* Thomas Wilson - -	Malton.
Pickering Lyth, East part -	* George Marshall - -	Wykeham, near Malton.
Pickering Lyth, West part -	Thomas Bointon - -	Pickering.
Rydale - - - - -	* George Leefe - -	Malton.
Ditto - - - - -	* George Carter - -	Oswaldkirk, near York.
Whitby Strand - - -	* William Wilkinson -	Whitby.
Yarm - - - - - -	* William Kilvington -	Yarm.

* Thomas Wait, of Northallerton, inspector of the weights and measures in the custody of the inspectors of the different divisions within the said Riding.

Such as are marked with an asterisk were appointed under the provisions of a former Act.

Northallerton, 23 March 1835. *Lupton Topham.*

YORK—West Riding.

The following persons were nominated inspectors of weights and measures for this Riding, under the Act of 4 & 5 Will. 4, c. 49, but in consequence of the Magistrates conceiving that the Act did not give the Justices of the West Riding of Yorkshire any jurisdiction (the Magistrates of the Ridings of Yorkshire not being mentioned in the Act) no appointments were made out.

Names of Inspectors of Weights and Measures.	Divisions of the West Riding for which they severally act.
Robert Wildman	East Division of Staincliffe.
Samuel Hall	West Division of Staincliffe, with Ewcross.
John Gilbertson	Upper Division of Claro.
Humphrey Fletcher	Lower Division of ditto.
Thomas Pitt	Upper Agbrigg.
James Farquhar Ledger	Lower Agbrigg.
William Baxter	East and West Morley.
William Dawson	Upper Division of Skyrack.
Richard Lamb	Lower Division of ditto.
William Morley	Upper Division of Barkstonash.
David Hick	Lower Division of ditto.
Thomas Wilkinson	Upper Division of Osgoldcross.
William Rawden Earnshaw	Lower Division of ditto.
James Sykes	Upper Division of Staincross.
Edward Stringer	Lower Division of Ditto.
John Fisher	Upper Division of Straforth and Tickhill.
William Workman	Lower Division of ditto.

There are no other inspectors of weights and measures in the West Riding appointed by the Magistrates now holding that office under the provisions of any former Acts.

Wakefield, 7 March 1835. *Benjamin Dixon.*

RETURNS FROM CLERKS OF THE PEACE, WALES.

ANGLESEY.

Mr. John Forsyth, of Llanerchymedd, is the sole inspector of weights and measures apppointed for this county (exclusive of the borough of Beaumaris.)

Beaumaris, 5 March 1835. *W. P. Poole.*

BRECON.

The only inspector of weights and measures within this county is William Williams, of the town of Brecon, in the county of Brecon, watchmaker. He was appointed under the Act of the last Session.

4 March 1835. *John Powell.*

CARDIGAN.

No additional inspectors of weights and measures have been appointed under the Act of last Session for this county, the number of inspectors holding that office under the provisions of former Acts having been considered sufficient for the purposes of the 4 & 5 Will. 4, c. 49. I subjoin the names and address of the inspectors; viz.

John Hughes, Aberystwith,
John Morris, Adpar, near Newcastle Emlyn.

Newcastle Emlyn, 11 March 1835. *John Beynon.*

CARMARTHEN.

Inspectors appointed under the late Act.

NAMES.	RESIDENCES.	DISTRICTS.
John Jones	Llanboidy, near St. Clears	Hundred of Derllys.
Thomas Lewis	Llangendeirne Village	for the Three Commotts.
William Garner	Llandovery	Hundred of Cayo and Upper Perfeth.
Thomas Thomas	Carmarthen	Hundred of Elvet.
William Evans	Llandilo	Hundred of Cathmog and Lower Perfeth.

Inspector holding office under provisions of any former Acts:
Thomas Thomas, of Carmarthen, for the county.

—— *Jones.*

CARNARVON.

DISTRICT.	Name of Inspector.	OBSERVATIONS.
Bangor - - -	William Hughes -	- - appointed, under the provision of a former Act, by the county Magistrates.
Carnarvon - -	Thomas Williams -	ditto.
Conway - - -	- - - -	- - not appointed by the county Magistrates; appointed by the Corporation.
Pwllhely - - -	Evan Evans - -	- - appointed, under the provisions of a former Act, by the county Magistrates.
Tremadoc, Criccieth, &c.	Owen Ellis - -	- - appointed by the county Magistrates, under the Act of last Session.

Richard A. Poole.

DENBIGH.

Mr. Thomas Overton, of Ruthin, auctioneer, is the only inspector of weights and measures appointed under the Act of last Session for this county.

Ruthin, 7 March 1835. *Joseph Peers*, jun.

FLINT.

Peter Price, of Mold, for the hundred of Mold, and divisions of Northop and Hope.

Humphrey Owen, of Holywell, for the hundred of Coleshill, (except the division of Northop), and also for the hundred of Prestatyn.

Charles Edward Studley, of Overton, for the divisions of Overton and Hanmer.

Thomas Roberts, of St. Asaph, for the hundred of Rhyddlan.

There are no inspectors now holding that office in this county, under the provisions of any former Acts.

Mold, 5 March 1835. *H. Roberts.*

GLAMORGAN.

The following persons were appointed inspectors of weights and measures, Michaelmas sessions, 1834:

Thomas Watkins, Cardiff, auctioneer.
Daniel Thomas, Merthyr tidvil, shopkeeper.
William Woodward Haynes, Swansea, agent.

I know of no persons within the county holding such office under the provisions of any former Acts.

Cardiff, 4 March 1835. *Thomas Dalton.*

MERIONETH.

Mr. Richard Jones, of Eldon-row, Dolgelley, was appointed inspector of weights and measures for this county, under the Act of last Session.

Dolgelley, 14 March 1835. *J. Jones Williams.*

MONTGOMERY.

The only inspector of weights and measures for this county is Mr. Samuel Davies, of Welshpool, who was appointed on the 8th of December last, by the Magistrates of the county, at an adjourned quarter sessions, pursuant to the provisions of the Act of last Session of Parliament.

Welshpool, 13 March 1835. *Jos. Jones.*

RADNOR.

Mr. Thomas Beaumont, of Presteign, is appointed inspector of weights and measures for this county.

There is no other inspector now holding that office under the provisions of any former Acts.

Kington, 21 March 1835. *James Davies.*

RETURNS FROM TOWN CLERKS, ENGLAND.

ABINGDON.

On 7th March 1826, James Leverett, of the borough of Abingdon, serjeant-at-mace, was appointed to have the custody and care of the Imperial weights and measures, pursuant to Act 6 Geo. 4, c. 12.

On 5th December 1834, William Honey, of this borough, serjeant-at-mace, was appointed inspector of weights and measures, pursuant to the Act of 4 & 5 Will. 4, c. 49.

7 March 1835. *Thomas Curtis*, Town Clerk.

ALDEBURGH.

Under the charter of this borough an alefounder is annually appointed by the magistrates, whose duty it is to inspect the weights and measures within the jurisdiction. Robert Lee, the present alefounder, has also been appointed inspector under the Act of last Session.

Ipswich, 11 March 1835. *Peter B. Long.*

ANDOVER.

Mr. William Henry Walter Titheridge, of High-street, Andover, Hants, gentleman, has been appointed sole inspector of weights and measures, under the Act of last Session (4 & 5 Will. 4, c. 49), within and for the borough or town and parish of Andover, in the county of Southampton.

There is no other inspector of weights and measures for this borough holding that office under the provisions of any former Acts, as none have ever been appointed.

7 March 1835. *Harry Footner.*

APPLEBY.

Isaac Sewell, of this place, cooper, has been appointed inspector of weights and measures for this borough, and also for the whole county of Westmorland (burgh of Kendal excepted), under the Act of last Session.

10 March 1835. *Matthew Atkinson.*

AXBRIDGE.

Levi Benden, serjeant-at-mace, appointed inspector under the Act of last Session.

7 March 1835. *Thomas Nicholls.*

N.B.—The weights and measures for this borough and street have invariably been adjusted at least once every year.

New Imperial models or standards were obtained from the Exchequer 21st November 1825.

BANBURY.

Robert Gardner and William Wise are the persons appointed inspectors of weights and measures within this borough under the Act of last Session.

There are not any other inspectors of weights or measures holding office within the borough.

9 March 1835. *W. Walford.*

BARNSTAPLE.

The only inspector of weights and measures acting for this borough is Mr. John Baker, of Barnstaple, who was appointed to that office by the Magistrates of Barnstaple, under the Act of last Session.

7 March 1835. *H. Drake.*

BASINGSTOKE.

John Renouf has been appointed inspector of weights and measures for this town, under the Act of last Session. There is no other inspector holding that office in this town under the provisions of any former Acts.

6 March 1835. *W. A. Lewis.*

BATH.

Under the Act of the last Session of Parliament Mr. John George, of this city, has been appointed the inspector; and under the Acts of the 37 & 55 Geo. 3, George Vincent, William Duckett and George Champion Willcox were appointed examiners of weights and measures. Their duty is merely to execute the warrants of magistrates by searching for and examining weights and measures found on the premises of retailers.

9 March 1835. *P. George.*

BERWICK-UPON-TWEED.

Mr. John Newcomb, Berwick-upon-Tweed, appointed under the provisions of 5 Geo. 4, c. 74.

7 March 1835. *M. Jameson.*

BEVERLEY.

Mr. John Willis, gentleman, was appointed the inspector of weights and measures under the late Act of Parliament for this borough; and there are no other inspectors holding that office under any previous Acts of Parliament within the borough.

7 March 1835. *Thomas Shepherd.*

BIDEFORD.

John Griffey and James Brannan have been appointed inspectors of weights and measures for this borough, town and manor, under the stat. 4 & 5 Will. 4, c. 49, and they are the same persons that held that office under the former Acts.

12 March 1835. *Charles Carter*, jun.

BISHOPS CASTLE.

The magistrates for this borough appointed Mr. Matthew Griffiths, of the same borough, to be the inspector of weights and measures, under their hands and seals of the 3d January 1835; and no others have been appointed under any former Act.

9 March 1835. *John Griffiths*, for the Town Clerk.

BODMIN.

At the last Michaelmas sessions Richard Bligh was appointed, under the late Act of Parliament, inspector of weights and measures for this borough; and there is no other person holding that office under the provisions of any former Acts.

7 March 1835. *R. Bray.*

BOSTON.

Thomas Luke Atkin, appointed under the Act of last session.

7 March 1835. *B. Kenrick.*

BRADNINCH.

James Ireland, the younger, was appointed at the last general quarter sessions for this borough and liberty, and the same person was appointed under the provisions of former Acts; there is no other.

10 March 1835. *P. Sharland.*

BRIDGNORTH.

Appointed under the Act of last Session.

NAME.	RESIDENCE.	OCCUPATION.
Thomas Nock - - - -	Bridgnorth - - - -	Yeoman.
Edward Goodall - - -	ditto - - - - -	Chief Constable.
George Evans - - - -	ditto - - - - -	Town Crier.

There are no inspectors of weights and measures now holding that office under the provisions of any former Acts.

March 1835. *John J. Smith.*

BRIDGWATER.

No inspector of weights and measures has been appointed for this borough under the Act of last Session, neither under the provisions of any former Acts, but the corporation by virtue of their charters annually appoint two persons to be surveyors of the markets, a part of whose duty it is to inspect the weights and measures used within the borough.

The present inspectors of weights and measures are John Hoare and William Webb.

7 March 1835. *John Trevor.*

BRISTOL.

At the general quarter sessions of the peace held for this city and county, on the 30th day of October last, the court, in pursuance of the Act of Parliament of last Session, appointed John Foy Edgar, of the said city of Bristol, gentleman, the inspector of weights and measures within the city of Bristol and county of the same city. There is no other inspector of weights and measures in Bristol now holding that office under the authority of any former Act.

Council-house, 6 March 1835. *Wm. D. Brice.*

BUCKINGHAM.

Mr. William Giles, of Buckingham, butcher, has been appointed, and now is, inspector of weights and measures for the borough and parish of Buckingham, under the Act of last Session.

There is no other inspector holding that office under the provisions of any former Act.

7 March 1835. For the Town Clerk, *John King.*

BURY ST. EDMUNDS.

Edmund Ward, of the parish of St. Mary, in Bury St. Edmunds, yeoman, and Richard Caney, of the parish of St. James, in Bury St. Edmunds, yeoman, are inspectors of weights and measures under the Act of last Session. There are no other inspectors.

6 March 1835. *Wm. Rd. Holmes.*

CAMBRIDGE.

The right of inspecting weights and measures in Cambridge was vested in the University, by a charter granted in 5 Rich. 2; this right has continued ever since, and the University accordingly appoint every year two officers for that purpose; these officers are elected on the 10th day of October every year. The names of the present taxors are the Rev. Samuel Wilks Wand, fellow of Magdalene College, and the Rev. John Graham, fellow of Queen's College.

Trinity College, 7 March 1835. *Joseph Romilly,*
Register of the University.

CAMELFORD.

There have not been any inspectors of weights and measures appointed under the Act of last Session for this borough.

There are two inspectors of weights and measures now holding that office for this borough under former appointments, whose names are Thomas Hawkin and Samuel Scott.

9 March 1835. *W. F. Pearce.*

CANTERBURY.

George Martin, one of the serjeants-at-mace of this city, has been appointed inspector of weights and measures under the Act of last Session, and he held the same office previously.

6 March 1835. *John Nutt.*

CARMARTHEN.

Mr. Theophilus Howell, of Carmarthen, is the only inspector of weights and measures for this town and county of the borough of Carmarthen, appointed under the Act of last Session, and is the only person holding that office for this place under the provisions of any former Act.

10 March 1835. *William Jones.*

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CAWOOD, WISTOW AND OTLEY.

Mr. Daniel Forster, of Otley, gentleman, is the sole inspector for this liberty, and held the office before the passing of the Act.

7 March 1835. *Henry Newstead.*

CHESTER.

The inspector appointed under the Act of last Session is John Hill, of the city of Chester. No person holds that office under the provisions of any former Acts of Parliament.

6 March 1835. *John Finchett Maddock.*

CHIPPING NORTON.

Inspectors of weights and measures appointed under the Act of last Session for this borough: Thomas Gulliver, of Chipping Norton, ironmonger, since resigned; George Draper, of Chipping Norton, blacksmith, now holding the office.

18 March 1835. *John Liddiard*, for Mr. *Aplin.*

CHICHESTER.

An inspector (Mr. John Humphreys) has been appointed for this city, under the late Act relating to weights and measures. No other person holds that office here under any former Acts.

7 March 1835. *John Price.*

CHRISTCHURCH.

James White, residing in the town of Ringwood, was appointed by the magistrates at the quarter sessions for the county of Hants inspector for that place, Christchurch, and some small places near, under the Act of last Session. No other person acts for the borough of Christchurch. Assizers of bread and tasters of ale are appointed at the court-leet held for the borough. They used to do the duty, but for several years past, an inspector of weights and measures having been appointed by the magistrates, the appointments at the courts-leet are merely nominal, the persons appointed to those offices having no authority.

11 March 1835. *C. Harbin.*

COLCHESTER.

William Barnes, of Colchester, is the present inspector of weights and measures for this borough.

He has an appointment under the provisions of a late Act of Parliament, by virtue of which he now exercises his office, which appointment has not been renewed under the present Act.

6 March 1835. (not signed.)

CONGLETON.

The magistrates of this borough have appointed Mr. George Barlow and Mr. Edward Drakeford, inspectors of weights and measures under the Act of last Session.

7 March 1835. *Chris. Moorhouse.*

COVENTRY.

Thomas Henry Prosser, of the city of Coventry, chief constable; and Joseph Johnson, of the same city, weaver, are the inspectors of weights and measures appointed under the Act of last Session.

There are no other inspectors of weights and measures now holding that office for the city of Coventry and county of the same city, under the provisions of any former Acts.

5 March 1835. *John Carter.*

DARTMOUTH.

The two bailiffs, Lawrence Wills and George Baker, who by virtue of their office are the inspectors of weights and measures for this borough, were appointed the inspectors under the Act of last Session; there are no others.

9 March 1835. *Samuel W. Prideaux.*

DAVENTRY.

Mr. William Blundell, of this place, marble mason, has been appointed inspector of weights and measures under the late Act of Parliament.

6 March 1835. *E. S. Burton.*

DEAL.

Thomas Langley, the town-serjeant of this place, is the only person appointed inspector of weights and measures here under the Act of last session; previously there was not such an officer within the jurisdiction of this town and borough.

Guildhall, 7 March 1835. *James Leith.*

DERBY.

Charles King, appointed inspector of weights and measures under Act 4 & 5 Will. 4, c. 49.

B. T. Balguy.

DONCASTER.

Thomas Tymms, of Doncaster, chief constable, inspector of weights and measures.

F. Fisher.

DORCHESTER.

James Hutchins, of this borough, basket-maker, is the inspector of weights and measures appointed under the Act of last Session; we have not any other inspector holding that office under the provisions of any former Acts.

7 March 1835. *J. Stone.*

DOVOR.

Appointed inspectors under the Act of last Session, Edward Poole, ironmonger, Dovor, and Richard Jenkins, appraiser, Margate. None now hold that office under the provisions of any former Acts.

6 March 1835. *George William Ledger.*

ELY.

John Bacon, of the parish of the Holy Trinity, in Ely, police-officer, appointed under the Act of last Session inspector for the hundred of Ely, the south part of the hundred of Witchford, and the parish of Chatteris.

William Squier, of the parish of Wisbech, St. Peters, gentleman, appointed under the Act of last Session inspector for the hundred of Wisbech, the north part of the hundred of Witchford (excepting the parish of Chatteris), the liberties of Whittlesey and Thorney, and such part of the parish of Standground as is situate within the Isle of Ely.

John Shickle, of Aldborough, in the county of Norfolk, yeoman, appointed under the provisions of former Acts inspector for the hundred of Wisbech.

Wisbech, 14 April 1835. *Hugh Jackson.*

EVESHAM.

At the last Michaelmas sessions Edward Baylis was appointed inspector of weights and measures for this borough, under the Act of last Session of Parliament. The person who had previously held such office under the former Acts died on the 30th September last.

9 March 1835. *Ja. Taylor.*

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EXETER.

Mr. Hugh Cumming was appointed inspector of weights and measures for the city and county of the city of Exeter under the Act of last Session, and he held the same office under the provisions of the former law.

No instructions have been given to the inspector for Exeter by the magistrates in sessions, but I understand the inspector has from to time consulted the magistrates for his guidance in the discharge of his duties.

23 March 1835. *Edward Gattey.*

FALMOUTH.

November, 12, 1834 Arthur Williams, of Falmouth, watchmaker, appointed inspector of weights and measures by the mayor and deputy recorder, under the Act of last Session.

25 March 1835. *Francis Pinder.*

FAVERSHAM.

Inspector, appointed under the Act of last Session, for the stamping or sealing of weights and measures used, or to be used within the town, or to be sold or exposed to sale therein, Thomas Alfrey.

Inspectors of weights and measures now holding that office, appointed under the provisions of former Acts, Thomas Alfrey and Thomas Frost, jointly.

N.B.—Inconvenience is felt within the town from the operation of the Act, inasmuch as persons cannot sell or expose to sale weights and measures without the stamp of the inspector of the town, and persons residing out of the town and purchasing weights and measures within, cannot use them out of the town without getting them stamped by the county inspector also, and so a double expense is incurred.

The defect as to the recovery of penalties is obvious.

Confusion has existed as to the abolition of the heap measure in respect of coal (especially in large pieces). Weight has been substituted; but the trick of wetting the coal to make it weigh requires prohibition.

7 March 1835. *William Jefferys*, jun.

KENT.

John Omer Stone, law writer, appointed inspector of weights and measures for the town of Folkestone and the liberties thereof 29th December 1834, under 4 & 5 Will. 4, c. 49.

The same person appointed examiner of weights and measures same day, under 57 Geo. 3, c. 143, & 55 Geo. 3, c. 48.

6 March 1835. *Ralph Thomas Brockman.*

GLOUCESTER.

John Marsh and George Williams, both appointed under the late Act. There is no other inspector holding office under any former Act.

Henry J. Wilton.

GRANTHAM.

Charles Windover, of Grantham, and Robert Rudd, of the same place, appointed under the Act of the last Session.

23 March 1835. *Wm. Ostler.*

GRAVESEND.

William Alexander Bennett is the only inspector for this town appointed under the Act of last Session, and there is no inspector appointed under the provisions of any former Acts.

12 March 1835. *J. Matthews.*

GREAT GRIMSBY.

One inspector of weights and measures has been appointed under the Act of last Session for this borough, namely, Edward Ward, of Great Grimsby, in the said borough, clock and watchmaker. There is no other inspector of weights and measures now holding that office under the provisions of any former Acts in the borough.

17 March 1835. *Geo. Babb.*

HARWICH.

THERE has been one inspector of weights and measures for this borough appointed under the provisions of 4 & 5 Will. 4, c. 49, by name William Burton. There are no inspectors of weights and measures holding that office under the provisions of any former Acts.

18 March 1835. *Edward Chapman.*

HASTINGS.

MR. JOHN POLLARD CROUCH, of Coburg-row, Hastings, is the inspector of weights and measures for this town and port and liberties; he was appointed under the Act of last Session.

6 March 1835. *John G. Shorter,* jun.

HAVERFORDWEST.

MR. THOMAS HARRIES, of the town and county of Haverfordwest, currier, has been appointed inspector for this place, under the Act of last Session, and no other person now holds that office under the provisions of any former Act.

19 March 1835. *James Simmers.*

HAVERING-ATTE-BOWER.

MR. JOHN DELAMARE, of Romford, gentleman, has been appointed inspector of weights and measures, under the Act of last Session, for this liberty, and there is no other person now holding that office under the provisions of any former Acts.

Romford, 6 March 1835. *Wasey Sterry.*

HEDON.

INSPECTORS of weights and measures appointed under the Act of last Session, Thomas Simpson, James Wordsworth, John Ombler, Samuel Rawson.

There are no others now holding that office under the provisions of any former Acts.

12 March 1835. *James Iveson.*

HELLISTON.

WILLIAM WOOLCOCK was appointed inspector of weights and measures on the 24th day of October 1834. He is the only inspector within this borough.

22 March 1835. *Frederick Hill.*

HENLEY-UPON-THAMES.

MR. ROBERT WEBB has been appointed inspector for this town, under the Act of last Session. There is no other inspector for Henley.

12 March 1835. *Samuel Cooper.*

HEREFORD.

WILLIAM HOWELLS, Hereford, sword-bearer and magistrate's clerk, appointed inspector of weights and measures under Act of last Session, 27 October 1834. There are no other inspectors of weights and measures holding that office under the provisions of any former Acts.

7 March 1835. *Richard Johnson.*

HUNTINGDON.

THE magistrates at their petty sessions, held immediately previous to the Act of last Session coming into operation, duly appointed Charles Raikes Marle, of this town, sole inspector of weights and measures for this borough. There is no other inspector of weights and measures now holding that office under the provisions of any former Acts.

7 March 1835. *Geo. Richard Maule.*

HYTHE.

Stephen Brittenden, of Hythe, gentleman, was appointed inspector of weights and measures under the late Act for this town and its liberties. No inspectors of weights and measures have been appointed here under the provisions of any former Acts.

6 March 1835. *Edward Watts.*

IPSWICH.

Mr. Robert Ralph has been appointed under the Act of last Session inspector of weights and measures within this town and borough. We have no other inspector under the provisions of any former Acts.

7 March 1835. *Jno. E. Sparrowe.*

KENDAL.

Only one inspector has been appointed under the recent Act of Parliament, and there are only two officers, called searchers of weights and measures, who are annually appointed at the court-leet for this burgh. Their names are, Joseph Clarke, Kendal, inspector; John Walker, Kendal, and Anthony Hodgson, Kendal, searchers.

25 March 1835. *Thomas Harrison.*

KIDWELLY.

James Prickett, of this town, cordwainer, was duly appointed and sworn inspector of weights and measures for this borough under the Act of last Session; and at the general quarter sessions of the peace held in and for the said borough, on the 9th day of January last, he, the said James Prickett, entered into his recognizance in the sum of 100 *l.* for the due and punctual performance of the duties of his office, and for the safety of the copies committed to his charge, and for their due restoration immediately on his removal or other cessation from office. No person has held the office of inspector of weights and measures within this borough under the provisions of any former Acts.

5 March 1835. *Geo. Stevens.*

KINGSTON-UPON-HULL.

Thomas Oglesby, of Wakefield-street, in the lordship of Myton, in the county of the town of Kingston-upon-Hull, mayor's officer, and Thomas Story, of No. 14, in Lowgate, in the said town of Kingston-upon-Hull, shopkeeper, were appointed under the Act of last Session inspectors of weights and measures.

7 March 1835. *Geo. Codd.*

KINGSTON.

William Rowland and Edward Penner, both of this town, were appointed under the Act of last Session. There are not now any other inspectors of weights and measures holding that office in this town and liberty under any former Acts.

6 March 1835. *Charles Edward Jemmett.*

LANCASTER.

John Walker, of the borough and town of Lancaster, gentleman, appointed inspector of weights and measures.

At a court held at Michaelmas, annually, before the mayor and bailiffs of the borough and town, four officers are appointed, denominated pecksealers, whose duty is well and truly to try all and every the weights and measures belonging to the inhabitants of the borough and town, and all such others as shall be brought to them (the pecksealers), and see that the same be consonant and agreeable to the weights and measures remaining here for the whole body of the shire.

In consequence of the Act 5 Geo. 4, c. 74, for providing weights and measures for the different divisions of the county, the corporation of Lancaster provided a set of standard weights and measures; and until the Act of the last Session of Parliament the pecksealers have regularly branded the measures of capacity and tried and examined all weights and measures used within the town, and proceeded according to the statutes against offenders.

7 March 1835. *John Higgins,* junior.

LEEDS.

Under the Act of the last Session, Mr. George Melson and Mr. William Beverley, both of Leeds, ironmongers, &c., and Mr. George Hanson, sergeant-at-mace, have been appointed inspectors. For some years previous thereto, Mr. Edward Read, the chief constable, Mr. James Higham, deputy constable, John Handley, beadle and assistant constable, and William Chaffer, one of the police, have jointly acted as inspectors and examiners by virtue of appointments under former Acts.

7 March 1835. *James Nicholson.*

LEICESTER.

John Brooks, of the High-cross-street, Leicester, was and is the only inspector of weights and measures for the borough of Leicester and the liberties thereof, appointed under the former Acts, and continued under the new Act.

Thomas Burbidge.

LEOMINSTER.

Joseph Powell Bradford, of this town, brazier, was some months since appointed inspector of weights and measures for this borough, in pursuance of the resolution of the House of Commons of the 27th February 1835, and in obedience to the Act of last Session, and he has proceeded to regulate the weights and measures of this borough according to the directions of such Act.

7 March 1835. *Thomas Coleman.*

LICHFIELD.

John Charles, of the city of Lichfield, gaoler, and James Naden, of the same place, brazier and tinman, were appointed under the Act of last Session. There are not any other inspectors.

6 March 1835. *Charles Simpson.*

LINCOLN.

Richard Clarke, Guildhall, Lincoln, was appointed inspector of weights and measures for the city of Lincoln and county of the same city, under the Act of last Session. There are no other inspectors of weights and measures under the provisions of any former Acts.

6 March 1835. *Richard Mason.*

LISKEARD.

On the 27th December last two persons, viz. William Hodges and William Murray, were appointed inspectors for one year from that day, the exercise of their powers being confined to the borough.

9 March 1835. *Edward H. Pedler.*

LIVERPOOL.

Three inspectors of weights and measures were appointed under the Act of last Session for this borough, viz. Mr. Thomas Arstall, Mr. James Walthew and Mr. Samuel Rounthwaite, all of whom have been furnished with proper standard weights and measures at the expense of this corporation. Mr. Arstall had acted alone, under the former Acts, for many years until this appointment.

9 March 1835. *Thomas Foster.*

LOSTWITHIEL.

Mr. John Parkins, of Lostwithiel, has been appointed inspector of weights and measures for this borough under the Act of last Session. There are no other inspectors holding that office under any former Acts.

Bodmin, 23 March 1835. *John Bennett.*

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LOUTH.

At the sessions holden in and for this town, on the 14th day of October last, Mr. William Heath was appointed inspector of weights and measures within the town corporate of Louth. There is not any other inspector of weights and measures now holding that office under the provisions of any former Acts.

7 March 1835. *Frederick Lucas.*

LUDLOW.

Joseph Powell Bradford was, in December last, appointed by the magistrates acting in and for the town and liberties of Ludlow inspector of weights and measures for the same town and liberties, under the Act of last Session. It had been the practice here to appoint a person to that office annually, in October, but no appointment was made in October last, and there is no other inspector of weights and measures than Bradford now holding that office under the provisions of any former Acts.

23 March 1835. *J. Williams.*

LYDD.

Stephen Terry, the elder, of Lydd, was appointed inspector of weights and measures under the Act of last Session.

New Romney, 7 March 1835. *William Stringer.*

LYME.

The inspector, appointed under the late Act, for this town is Mr. Henry Jefferd, one of the serjeants-at-mace, but there is no other inspector under any former Act.

9 March 1835. *G. Smith.*

LYMINGTON.

Mr. Thomas Bridle has been lately appointed inspector for this district, under the Act of last Session, and who also held the same office under the provisions of the former Acts.

11 March 1835. *James Brown.*

LYNN.

Thomas Valentine Wright, of this borough, serjeant-at-mace, is the only person appointed inspector of weights and measures under the Act of last Session. There are no other inspectors of weights and measures under the provisions of former Acts within this borough, the duties of that office having been discharged by the jury of headboroughs, who derived their authority from the annual court leet.

6 March 1835. *Frederick Lane.*

MACCLESFIELD.

William Lockett and George Barber, both resident within this borough, have been appointed inspectors of weights and measures under the Act of last Session, previously to which time they held the office under the appointment of the corporation.

10 March 1835. *Thomas Parrott.*

MAIDENHEAD.

James Fuller, of Maidenhead, corndealer, has been appointed inspector of weights and measures within the jurisdiction of this town, who is the only person holding that office here.

6 March 1835. *C. V. Ward.*

MAIDSTONE.

Henry Kipping, of Maidstone, broker, inspector of weights and measures, appointed under Act of last Session. There is no person holding that office in Maidstone under the provisions of any former Acts.

7 March 1835. *Charles Hoar.*

MARLBOROUGH.

Henry Mackrett, inspector of weights and measures, appointed under the Act of last Session. No other inspectors of weights and measures now holding that office under the provisions of any former Acts.

6 March 1835. *Thomas B. Merriman.*

MONMOUTH.

William Jones, of this town, serjeant-at-mace, was appointed under the last Act of Parliament, and he and Samuel Clarke and William Cowles, our town beadles, were regularly appointed and sworn, previous to the passing of such Act, to inspect the weights and measures here, under and by virtue of the 55 Geo. 3, c. 43.

14 March 1835. *Thomas A. Williams.*

NEWBURY.

Samuel Neville Toomer, of this borough, ironmonger, has been appointed inspector of weights and measures under the Act of last Session. No other inspectors of weights and measures now hold that office for that borough under the provisions of any former Acts.

9 March 1835. *Robert Baker.*

NEWARK-UPON-TRENT.

Richard Bell, John Armstrong, Joseph Cropper, John Etches and John Uffindall have been appointed inspectors of weights and measures in this borough, under the Act of last Session. No other persons who have been appointed to hold the office of inspectors of weights and measures in this borough, under the provisions of any former Acts, still continue to hold such office.

7 March 1835. *T. F. A. Burneby.*

NEWCASTLE-UNDER-LYME.

Isaac Cottrill has been appointed inspector of weights and measures for this borough under the Act of the last Session, and he is the only inspector of weights and measures holding that office within the same.

6 March 1835. *T. Fenton.*

NEWPORT, ISLE OF WIGHT.

Mr. William Allen, the gaoler, has been appointed inspector for this borough, under the provisions of the Act of the last Session, in the place of the inspectors before acting. Mr. W. Allen has also been appointed, by the county justices, for the parts of this island without the jurisdiction of the borough.

12 March 1835. *W. Hearn.*

NEWPORT, MONMOUTHSHIRE.

Thomas Hawkins was, on the 30th day of December last, appointed and now holds the office of inspector of weights and measures, under the provisions of the Act of last Session, for this borough. There is no other inspector of weights and measures for the said borough under that or any former Act.

6 March 1835. *Thomas Prothero.*

NORTHAMPTON.

Samuel Wickings was appointed inspector of weights and measures for the town of Northampton under the Act of the last Session, and there is no inspector of weights and measures now holding that office under the provisions of any former Acts.

9 March 1835. *Theoph. Jeyes.*

NORWICH.

James Grinling, of the City of Norwich, tea dealer, is the inspector of weights and measures, appointed and now holding the office under the Act of last Session.

It has been customary in the city of Norwich for the mayor, on his entering into office, which is about the 18th day of June annually, to appoint four persons, called "the leet," to inspect the weights and measures, scales and balances. These four persons have been accustomed to visit all the persons using scales, weights and measures in Norwich once in every quarter; and if they found any weights defective through wear they adjusted them by the

the standard, but if fraudulently defective they seized and broke them, as also such balances as they found untrue. The names of the persons appointed by the present mayor, Charles Turner, Esq., on his accession to the office, were John Bradberry, William Browne, Richard Lane and Edmund Leeds.

But as by section 17 of the late Act it is provided that any two or more magistrates may enter any shop, &c. where goods are exposed to sale to examine weights and measures, beams and scales, it was doubted whether the powers of the leet were not taken away, and they have therefore suspended their hitherto accustomed searches, and now assist Mr. Grinling in adjusting and stamping the weights and measures.

The clause last alluded to is evidently quite inefficient for the protection of the public, as it cannot be expected that two magistrates can or will occupy themselves in making progresses through a large city to find out light weights or defective balances, And it is worthy of remark, that the Act gives no power to the inspector of weights and measures to examine the beams and scales.

30 March 1835. *A. A. H. Beckwith.*

NOTTINGHAM.

The inspectors of weights and measures appointed for the town and county of the town of Nottingham, under the Act of last Session, are William Barnes and Samuel Kilbourn. There are no other persons holding that office in Nottingham. They were the persons last appointed under the provisions of former Acts.

20 March 1835. *H. Enfield.*

OKEHAMPTON.

One inspector of weights and measures has been appointed by the magistrates of this place under the Act of last Session, and he is the only person holding the office either under that or any other Act.

9 March 1835. *Solon Luxmoore.*

ORFORD.

Under the charter of this borough the mayor has hitherto inspected the weights and measures within his jurisdiction, but under the Act of the last Session George Syred, of Orford, gentlemen, has been appointed inspector to the magistrates.

Ipswich, 11 March 1835. *Peter B. W. Long.*

OSWESTRY.

Henry Hughes, of Bailey-street, in this town, gentlemen, was appointed inspector of weights and measures under the Act of last Session. Mr. Hughes held the same office previous to the passing of the last Act.

9 March 1835. *R. Jones Croxon.*

PENRYN.

Three inspectors of weights and measures have been appointed under the Act of last Session for this borough; viz. Thomas Andrew, of the said borough, brewer; Richard Hosken, of the same place, merchant; and Richard James, of the same place, gardener. There are no other inspectors of weights and measures now holding that office in and for the said borough under the provisions of any former Acts.

7 March 1835. *Jno. Williams.*

PENZANCE.

William Purchase is the only person holding the office of inspector of weights and measures for this town, and he was appointed under the Act of last Session.

17 March 1835. *Geo. D. John.*

PETERBOROUGH.

George Bristow, of Peterborough, auctioneer, and William Proctor Stanley, of the same place, ironmonger, have been appointed the inspectors of all weights and measures within the liberty of Peterborough, under the Act of last Session. No other inspector now holds that office.

17 March 1835. *Thomas Atkinson.*

PLYMOUTH.

Mr. James Hearle, of Plymouth, plumber and brazier, has been appointed inspector of weights and measures under the Act of last Session, 4 & 5 Will. 4, c. 49; and Mr. Peter Baker, one of the serjeants-at-mace, was shortly before the passing of the above Act appointed examiner of measures under Stat. 55, Geo. 3, c. 43, but in consequence of the recent Act the functions of the latter office have been suspended.

9 March 1835. *Charles C. Whiteford.*

POOLE.

Thomas Brown and John Darby, both of Poole, are inspectors of weights and measures under the Act of last Session; they were appointed inspectors some years ago, which inspectorship they resigned on receiving their fresh appointments. There are no other inspectors.

5 March 1835. *Rob. H. Parr.*

PLYMPTON.

The only inspector of weights and measures now holding the office in this borough is Mr. Jonathan Walters, and he was appointed under the Act of the last session.

7 March 1835. *J. Hext Boger.*

PONTEFRACT.

Joseph Foster, of Pontefract, appointed inspector of weights and measures, under the late Act of Parliament, for this borough.

7 March 1835. *Henry John Coleman.*

PORTSMOUTH.

John Bishop, William Love, and John Sangster, inspectors of weights and measures, appointed under the Act of last Session. There are no inspectors of weights and measures now holding office under former Acts.

Mr. Bishop, previous to the passing of the Act of last Session, held the office of measurer for the borough, and was appointed annually, with other officers of the borough, by the corporation.

F. Howard.

PRESTON.

Mr. Joseph Myers, of Preston, was on the 4th day of December last duly appointed inspector of weights and measures within the limits of this borough, pursuant to the Act passed in the last Session of Parliament, and Mr. Myers continues to act as such. There is not any other inspector appointed under the provisions of any former Act.

7 March 1835. *Richard Palmer.*

QUEENBOROUGH.

William Elph, of Queenborough, Kent, town-serjeant, appointed inspector of weights and measures under the Act of last session; and he held the same appointment under the provisions of former Acts.

23 March 1835. *R. & R. Hinde.*

READING.

Robert Palmer, of Duke-street, in this borough, ironmonger, was at the Michaelmas sessions appointed inspector of weights and measures under the Act of last Session. No inspector of weights and measures had been previously appointed for this borough under the provisions of any former Acts.

23 March 1835. *J. J. Blandy.*

EAST RETFORD.

William Pearson and Joseph Hudson, the serjeants at mace of this borough, have been appointed inspectors of weights and measures for the said borough, under the Act of last sessions. Pearson has been an inspector for many years; the other inspector, originally appointed with him, died about three years since, and the vacancy was not supplied until after the passing of the late Act.

7 March 1835. *W. Newton.*

RICHMOND, YORKSHIRE.

The only inspector of weights and measures appointed under the late Act for this borough is Mr. Joseph Metcalfe, plumber. There is no other inspector of weights and measures within the borough.

7 March 1835. *Ottiwell Tomlin.*

RIPON.

Thomas Stubbs, the master of the house of correction here, was appointed at the quarter sessions some years ago, and is now the only inspector of weights and measures within the liberty of Ripon.

7 March 1835. *John Coates*, jun.

ROCHESTER.

One inspector of weights and measures, viz. George Morson Viney, has been appointed for this city under the Act of last Session, 4 & 5 Will. 4, c. 49. There is not any other inspector of weights and measures now holding that office for this city.

9 March 1835. *D. B. Lewis.*

NEW ROMNEY.

John Wiles, of New Romney, inspector of weights and measures, appointed under the Act of 4 & 5 Will. 4, c. 49, for this town and port and the liberties thereof.

7 March 1835. *Wm. Stringer.*

ROMNEY MARSH.

Robert Gutsole, of Dymchurch, inspector of weights and measures, appointed under the Act of 4 & 5 Will. 4, c. 49, for this liberty.

Newhall, Dymchurch, 7 March 1835. *Wm. Stringer.*

ROMSEY INFRA.

Thomas Butt, appointed inspector of weights and measures by the county of magistrates.

21 March 1835. *Henry Holmes.*

RYE.

Thomas Chatterton, of this town, has been appointed inspector of weights and measures for this jurisdiction, under the Act of last Session, previously to the passing of which their supervision formed part of the duty of the grand jury.

6 March 1835. *Thomas Procter.*

ST. IVES, CORNWALL.

Mr. Thomas Williams, of this borough, was at the Michaelmas quarter sessions of the peace for the said borough, held the 27th October 1834, duly appointed inspector for the said borough, under the Act of last Session, and is the only inspector there, none having been previously appointed under any former Act, that duty having theretofore been performed by the mayor and other magistrates of the borough whenever they saw occasion.

9 March 1835. *Wm. Hichens.*

SAFFRON WALDEN.

At a meeting of the magistrates of this town, held on the 29th day of December last, Mr. Joseph Kent, of this town, patten-maker, was duly appointed inspector of weights and measures within the limits of the jurisdiction of this town. There is no inspector now holding that office under the provisions of any former Acts.

6 March 1835. *Charles T. Master.*

SANDWICH.

The names of the inspectors appointed for this liberty are William Suddery Goodwin, for the town and port of Sandwich, the parish of Walmer and the ville of Sarr; and John Smith for the parish of Ramsgate. There are no other inspectors of weights and measures now holding that office in this town and its liberties under the provisions of any former Act.

12 March 1835. *John Mourilyan.*

SALISBURY.

James Clark, inspector of weights and measures, appointed under the Act of last Session. No other inspectors of weights and measures are now holding that office in the city of New Sarum under the provisions of any former Acts.

6 March 1835. *Mat. Thos. Hodding.*

SCARBOROUGH.

William Foord, of this borough, yeoman, was duly appointed by the magistrates for this borough inspector of weights and measures for the borough, and the liberties thereof, pursuant to the provisions of the Act of Parliament of 4 & 5 Will. 4, c. 49. There is no other inspector of weights and measures holding office in this borough under the provisions of any former Acts.

16 March 1835. *John Woodall.*

SHREWSBURY.

Mr. Samuel Farlow, of Theatre-buildings, Shrewsbury, police officer, has been appointed inspector of weights and measures for the town and liberties of Shrewsbury by the magistrates, and there is no other inspector.

7 March 1835. *James Loxdale.*

SOUTHWELL AND SCROOBY.

John and Samuel Sandaver, of Southwell, inspectors of weights and measures, acting for the liberty of Southwell and Scrooby, in the county of Nottingham, appointed under and by virtue of 4 & 5 Will. 4, c. 49, 27 December 1834.

26 March 1835. *George M. Burrows.*

SOUTHWOLD.

John King, Obediah Palmer and Robert Barber were respectively appointed by the justices inspectors of weights and measures for this town and borough, under the authority of the Act 4 & 5 Will. 4, c. 49. Not any inspectors have been appointed under any former Acts. The weights and measures were formerly superintended by the leet.

11 March 1835. *John Gooding.*

SOUTHAMPTON.

The inspector of weights and measures for this town and county is George Pegler, of the parish of St. Lawrence, in the said town and county, jeweller. He was appointed and sworn (with his father, Nathaniel Pegler, who is since deceased) at a petty sessions, held 23 March 1830, pursuant to the Act 55 Geo. 3, c. 43. The justices consider George Pegler to be a fit person for the office, and have not made any new appointment since.

5 March 1835. *Thomas Ridding.*

STAFFORD.

Robert Jones, appointed under the Act of last Session, is the inspector of weights and measures for this borough.

6 March 1835. *Francis Brookes.*

SOUTHMOLTON.

The names of the inspectors of weights and measures appointed for this borough, in pursuance of the Act of last Session, are George Tepper, tailor, Henry Baker, builder, and Philip Widgery, cordwainer, all residing in this borough. There is no other person holding the office of inspector of weights and measures in this borough under the provisions of any former Acts.

11 March 1835. *J. G. Pearse.*

STAMFORD.

Inspectors appointed under Act 4 & 5 Will. 4, c. 49:—Nathaniel Farrant, William Reed and Nathaniel Bacon.

Inspectors, &c. holding office under provisions of any former Act:—Nathaniel Farrant, keeper and inspector; William Reed, inspector.

6 March 1835. *J. Torkington.*

STRATFORD-UPON-AVON.

Mr. William Bolton, jun. Stratford-upon-Avon, stamp distributor, appointed inspector of weights and measures for this borough, under the Act of last Session.

6 March 1835. *W. O. Hunt.*

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SUDBURY.

William Oliver May is appointed under the Act of last Session inspector of weights and measures for this borough. There is no other inspector of weights and measures now holding that office appointed in this borough under any former Acts.

13 March 1835. *Edmund Stedman.*

TAMWORTH.

James Duffy, of this borough, brazier, is inspector of weights and measures, appointed under the Act of last Session, being the same person who was inspector previously under the former Acts. He is the sole inspector; his district extends only to the borough.

7 March 1835. *Fras. Willington.*

TENBY.

James Palmer Wickland has been appointed inspector of weights and measures by the justices acting for this borough, under the Act passed last Session, viz. 4 & 5 Will. 4, c. 49. There has been no such appointment under the provisions of any former Acts.

13 March 1835. *Wm. Richards.*

KENT.

Benjamin Hatch, Tenterden, Kent, auctioneer, inspector, appointed under the Act of last Session. There is no inspector holding office under the provisions of any former Acts.

6 March 1835. *Wm. Waterman.*

TEWKESBURY.

Richard Day, junior, of this borough, yeoman, is appointed inspector of the weights and measures for the said borough under the late Act. There is no person now holding the office of inspector under any former Acts.

6 March 1835. *George G. Williams.*

THETFORD.

William Bond, of this borough, gunmaker, was appointed inspector under the Act of the last Session of Parliament. For 20 years previous to the passing of the Act of the last Session John Whistler, chief constable of the borough, was inspector of weights and measures, but his appointment has been superseded.

Wm. Clarke.

TIVERTON.

Matthew Manley, one of the serjeants-at-mace for this borough, was at the Michaelmas quarter sessions of the peace held for this liberty, on the 24th of October last, appointed under the Act of the last Session of Parliament inspector of weights and measures within the same liberty. There is no other person holding that office under the provisions of any former Acts.

7 March 1835. *Fred. O. Patch.*

TORRINGTON.

Thomas Fowler, of Great Torrington, stationer, inspector of weights and measures, appointed under the Act of 4 & 5 Will. 4, c. 49, for the borough and town. No other inspector within this borough holding office under the provisions of any former Act.

7 March 1835. *William Gill Gluff.*

TOTNES.

His Majesty's justices of the peace acting in and for this borough and parish of Totnes, in sessions assembled, appointed Thomas Hore Taylor, of this town, inspector of weights and measures under the Act of the last Session. There is no other person holding that office within the borough and parish under the provisions of any former Acts.

7 March 1835. *Geo. Cadwell.*

TOWER HAMLETS.

At the adjourned Michaelmas quarter session of the peace for the liberty of His Majesty's Tower of London, held on the 4th day of December last, the justices appointed Henry Perkins and Thomas Hemsley inspectors of weights and measures within the liberty, pursuant to the Act of Parliament 4 & 5 Will. 4, c. 49.

Wellclose-square, 7 March 1835. *D. H. Stable.*

TREGONY.

At the general annual meeting of the corporation, held on the 30th day of September last, Joseph Grove and Richard Paull were duly appointed inspectors of weights and measures within this borough.

7 March 1835. *William Coryton Kempe.*

TRURO.

The inspector of weights and measures for this borough, appointed under the Act of last Session, is Mr. John Jennings, of this town. We have no inspector now holding office under the provisions of any former Act.

7 March 1835. *Hosken James.*

WALLINGFORD.

Mr. George Palmer has been appointed the inspector of weights and measures for this borough under the Act of last Session.

6 March 1835. *John A. Hedges.*

WALSALL.

There is one inspector of weights and measures, appointed under the Act of the last Session, for the borough and foreign of Walsall, and there is no inspector now holding that office under the provisions of any former Acts for this borough and foreign. The name of the inspector is Jonathan Rider.

3 March 1835. *Charles F. Darwall.*

WARWICK.

At the general quarter sessions held for this borough, on the 16th of October last, John Taylor, of the same borough, car proprietor, was appointed inspector of weights and measures under the Act of the last Session, and he is the only person now holding that office. Antecedently to the passing of the late Act the sessions jury assembled annually (usually in the month of October) for the purpose of adjusting the weights and measures in use within the borough.

7 March 1835. *James Tibbits.*

WELLS.

The corporation of the city have purchased standard copies of the Imperial weights and measures for the use of the city, and I have been nominated by them the inspector. The appointment will be made as soon as the copies are delivered to the corporation, which copies are now in the town waiting the holding of such court.

17 March 1835. *Robert Davies.*

WENLOCK.

Samuel Farlow, of the town of Shrewsbury, is the inspector appointed for this town and liberties under the Act of the last Session. We have no other inspector under that or any former Act.

6 March 1835. *Henry Hinton.*

WESTMINSTER.

By the Act of 31 Geo. 2, c. 17, sec. 9, after reciting that by the Act of the 29th of the same King, the annoyance jury are empowered to destroy all unlawful weights, balances and measures of persons dealing by weight or measure within the city and liberty of Westminster, and a doubt having arisen upon the construction of such part of the said Act as

relates

relates thereto, for obviating whereof, it is enacted, "That all weights and measures made use of by persons dealing by weight or measure within the said city and liberty shall be sized and sealed by the standards belonging to the said city, and also marked with a portcullis, by the officer already appointed for that purpose, or by such other officer as may hereafter be appointed by the dean, high steward, or his deputy, the two chief burgesses and the other burgesses of Westminster, or any five or more of them, whereof the said dean, high steward, or his deputy, always to be one, at a court to be held for that purpose (and by no other person or persons whatsoever); which officer, appointed or to be appointed, is hereby required, upon application to him made for that purpose, to seal and mark in manner aforesaid all weights and measures which shall be brought to him for that purpose, and which shall be agreeable to the standards belonging to the said city." This power is reserved to the court of burgesses by the Act of 5 Geo. 4, s. 24; and on the last-mentioned Act being passed, the present Dean of Westminster, at an expense of 351 *l.* 9*s.* 6*d.*, furnished for the use of the city of Westminster perfect models of the new standards, verified at the Exchequer; for it will be observed that no weight or measure could legally be used, or be in the possession of any person dealing by weight or measure within the said city and liberty, unless it had been sized and stamped by the officer so appointed; and while other towns and places were not compellable to deal by the Imperial standards, the Act of Geo. 2, when confirmed by that of his late Majesty, made it imperative on the inhabitants of Westminster to deal by no other. The power to appoint the sizer and sealer is still vested in the court of burgesses, and there is no other inspector of weights and measures within the city and liberty of Westminster; nor am I informed that the least inconvenience has arisen from an adherence to the Act of Geo. 2, but on the contrary, that when the inhabitants of other towns and places were, at the commencement of the present year, compelled to furnish themselves with new weights and measures, those in Westminster were not affected by the last Act, because they could not since the year 1826 have legally used any other than what had been properly sized by the Imperial standards.

Castle-street, Leicester-square, 10 March 1835. *Jno. Robson.*

WEYMOUTH.

George Powell was appointed inspector of weights and measures under the Act of Parliament of last Session, and is still holding that office under the provisions of former Acts.

11 March 1835. *H. H. Lizard.*

WIGAN.

Richard Barnes, the younger, of this borough, ironmonger, has been appointed inspector of weights and measures for this borough, under the provisions of the Act of Parliament of last Session. Previous to the said Act the inspectors of weights and measures for this borough were appointed by the jury at the annual court leet here.

7 March 1835. *Thomas Grimshaw.*

WINCHELSEA.

Charles Hill was appointed inspector of weights and measures, under the Act of last Session, for the ancient town of Winchelsea and the liberties thereof.

Rye, 6 March 1835. *John Haddock Lardner.*

WINCHESTER.

One inspector of weights and measures only has been appointed for this city, under the Act of the 5th of the present reign, namely, Josiah Carter, of this city, whitesmith. There is no other person holding that office under any former Act.

6 March 1835. *Henry Godwin.*

WINDSOR.

One inspector of weights and measures has been appointed in this borough, under the provisions of the Act of the last Session, viz. William Weaver Berridge. No similar appointment had been made under any former Act.

7 March 1835. *John Secker.*

WOKINGHAM.

Thomas Boult and Thomas Hill, appointed at quarter sessions, 25th April 1834, inspectors of weights and measures. William Burrett, appointed inspector of weights and measures 19th November last, under the Act of last Session.

8 March 1835. *T. B. Frickey.*

WOODSTOCK.

James Prior and Richard Morris, of Woodstock, were appointed inspectors of weights and measures, under the Act of last Session, for this borough.

7 March 1835. *Henry North.*

WYCOMBE.

The only inspector of weights and measures for this borough was appointed under the Act of last Session, viz. Richard Hailey, constable, in the room of Joseph Mullett, who was appointed by the court leet.

7 March 1835. *John Parker.*

GREAT YARMOUTH.

Peter Coble, appointed under Act 4 & 5 Will. 4. Peter Coble, appointed under Acts 35 & 37 Geo. 3. William Pratt, appointed under Act 55 Geo. 3.

6 March 1835. *Samuel Tolver.*

YORK.

Thomas Calvert, of the city of York, confectioner, has been appointed, under the Act of last Session, to be the sole inspector of weights and measures in the city of York and county of the same city.

The inspectors or examiners of weights and measures holding their offices under the provisions of former Acts are, Mr. William Pardoe, police officer, York, for the city of York; Mr. John Steward, comb-manufacturer, York, for the Upper Division of the Wapentake of the Ainsty, in the county of the city of York; Mr. Charles James Hanson, druggist, York, for the Lower Division of the Wapentake of the Ainsty, in the county of the city of York.

9 March 1835. *Robert Davies.*

WEIGHTS AND MEASURES.

A RETURN of all Inspectors of Weights and Measures appointed under the Act of last Session, and of any other Inspectors of Weights and Measures now holding that Office under the Provisions of any former Acts.

(Mr. Stewart Mackenzie.)

Ordered, by The House of Commons, to be Printed,
7 April 1835.

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WEIGHTS AND MEASURES.

COPIES of all INSTRUCTIONS given by MAGISTRATES at QUARTER SESSIONS for the several Counties of *England* and *Wales* to INSPECTORS OF WEIGHTS AND MEASURES, appointed under the Provisions of the Act of last Session.

BERKS.

25 October 1834.—ORDERED, That Mr. John Broad, of Reading, be appointed to the office of inspector, who accepted the same, agreeable to the provisions contained in the report of the committee of magistrates, which report is as follows:

The committee appointed to consider the best mode of carrying into effect the Act 4 & 5 Will. 4, c. 49, relating to weights and measures, recommend that the following provisions be adopted for the year ensuing:—

That one copy of the Imperial standard weights and measures be kept for the comparison of weights and measures in use within this county.

That one inspector be appointed for the care of the said county.

That the said copy of the Imperial standard weights and measures be deposited, and that the inspector do reside, at Reading.

That a set of stamps be provided for the use of the inspector.

That the inspector do attend, with the copy of the Imperial standard weights and measures, at each of the following ten towns, twice at least between the present time and the 1st January next, from nine o'clock in the morning till four in the afternoon, for the purpose of examining, comparing and stamping, if found correct, all such weights and measures as shall be produced to him, and giving certificates of such stamping or verification if required so to do: Faringdon, Wantage, Abingdon, Wallingford, East Ilsley, Hungerford, Newbury, Wokingham, Maidenhead, Windsor.

That before the inspector begin his circuit he do give public notice, by advertisement in the two county papers, and by the transmission of not less than 20 handbills, to be posted up in and near each of the several towns to be visited by him, declaring the days, hours and purpose of his attendance.

That the inspector, on his first attendance at each town, do repeat his public notification of the day on which his next attendance at the same town will take place.

That the several attendances of the inspector at the same town do not take place within a shorter interval than 14 days.

That in addition to the security to the King, provided for by the 16th section of the new Act, the person who may be appointed inspector be required to give his own bond, in a penal sum of 100 *l.*, to perform the terms of the contract to be entered into by him, and to obey such orders and regulations as may be framed by the Justices of the county, in quarter sessions assembled.

That in addition to the book of minutes, also required by the 16th section of the Act, the inspector do make, and keep in alphabetical order, a list of all persons for whom weights and measures may be stamped by him, as well as of the weights and measures so stamped; and that he do, once in every quarter, furnish to the clerk to the Justices of each division of the county a copy of that portion of the list bearing the names of persons resident within the limits of such division.

That the inspector be directed to communicate and co-operate with the several division examiners of weights and measures throughout the county, in such manner as may best conduce to the efficient discharge of their respective duties.

Newbury, 13 March 1835. *W. Budd*, Clerk of the Peace.

CHESTER.

County of Chester, to wit. } AT the general quarter sessions of the peace of our Lord the King, held at the castle of Chester, in and for the said county, on Monday the 5th day of January, in the year of our Lord 1835, and in the 5th year of the reign of our Sovereign Lord William the Fourth, of the United Kingdom of Great Britain and Ireland King, Defender of the Faith, before Trafford Trafford, esquire, Earl Grosvenor, Edwin Corbett, Edward Venables Townshend, Randle Wilbraham, junior, Charles Morrall and Richard Congreve, esquires, and others, Justices of our said Lord the King, assigned to keep the peace of our said Lord the King in the said county, and also to hear and determine divers felonies, trespasses and other misdemeanors committed within the said county,

It is ordered, that considering the vast number of weights and measures to be examined at the outset, each person appointed an inspector do undertake to make efficient circuits with the weights and measures through his district, when required by the magistrates assembled in petty sessions; and that no police officer be appointed an inspector.

17 March 1835. *Henry Potts*, Clerk of the Peace.

CHESTER CITY.

THE inspector of weights and measures appointed for this city was directed "to adhere strictly to the Act of Parliament."

14 March 1835. *M. Finchett Maddock,* Town Clerk.

DEVON.

Devon, to wit. AT the general quarter sessions of the peace of our Lord the King, held by adjournment, at the Castle of Exeter, in and for the said county, on Tuesday the 11th day of November 1834, before John Sillifant, jun., Baldwin Fulford, W. Langmead, John Kennaway, T. W. Buller, John Milner, jun., W. R. Ilbert, and John Milford, esquires, and others their companions, Justices of our said Lord the King, assigned to keep the peace of our said Lord the King in and for the county aforesaid, and also to hear and determine divers felonies, trespasses and other misdemeanors committed in the said county,

It is ordered and determined, that seven copies of the Imperial standard weights and measures, for the comparison of all weights and measures in use within the said county, be provided and deposited at the places undermentioned, under the care of inspectors also undermentioned, who have been appointed by this court.

By the Act of 4 & 5 Will. 4, c. 49, heap measure is abolished after the 1st of January 1835, and no weight made of lead or pewter must be stamped or used.

The stone weight to consist of 14 lbs. avoirdupois; 1 cwt., 8 such stones; and 1 ton, 20 such cwts.

All articles (except gold, silver, platina, precious stones and drugs by retail,) to be sold by avoirdupois; the excepted articles by troy weight.

The inspectors are required to stamp all weights and measures, and none can be used except so stamped, under a penalty not exceeding 5 *l.* All contracts and sales made by unstamped weights and measures to be void.

A penalty not exceeding 50 *l.* is imposed upon persons counterfeiting the stamp; and not exceeding 10 *l.* on persons selling any weight or measure with a counterfeit stamp.

These provisions come into operation on the 1st of January next; and the magistrates recommend all persons using weights or measures to apply immediately to the nearest inspector in order to get them adjusted and stamped.

As weights of 7 lbs. and under, made of cast-iron, are not plugged and cannot be stamped, all weights of that description should be composed wholly of brass or wrought-iron. All higher weights, if of cast-iron, should be plugged and adjusted with brass instead of lead, and on the upper surface of the weight, not less than half an inch in diameter, so as to receive the stamp.

No weight or measure can be used within the county unless stamped by one of the county inspectors, but this will not extend to any weight or measure used within a borough or town corporate having separate jurisdiction.

The duties of the examiners of weights and measures (whose appointments will remain as before under the former Acts relating to this subject) are altogether distinct from those of the inspectors. The examiners so appointed will be expected to search for and seize all weights and measures not stamped as required by the recent Statute, and to enforce the penalties, as also to see from time to time that the due weight and capacity of weights and measures when stamped be preserved.

For greater public convenience, the magistrates have directed the inspectors to attend, in the first instance, at the under-mentioned places in their neighbourhood, of the days of which attendance previous notice will be given by them.

Places fixed for the Deposit of the Standard Weights and Measures.	Name of Inspectors.	Places in the Neighbourhood at which each Inspector is at First to attend.
Exeter - -	- - Mr. Thomas Pollard, of St. Thomas the Apostle, Devon.	Moreton. Crediton. Dawlish. Exmouth. Topsham.
Newton Abbott	- - Mr. Edward Croydon, of Newton Abbott.	Teignmouth. Ashburton. Totnes. Chudleigh. Torquay. Brixham.
Okehampton -	- - Mr. William Ponsford, of Okehampton.	Tavistock. Devonport. Lifton. Holsworthy. Hatherleigh. Northtawton. Chagford.
Modbury -	- - Mr. John Walter, of Modbury.	Kingsbridge. Plymton. Yealmpton. Ivybridge. Southbrent.
Barnstaple -	- - Mr. John Barry, of Barnstaple.	Bideford. Torrington. Southmolton. Ilfracombe. Chulmleigh.
Tiverton -	- - Mr. Thomas Mitchell, of Tiverton.	Cullompton. Bampton. Culmstock. Witheridge.
Honiton -	- - Mr. Henry Hurd, of Honiton.	Upottery. Axminster. Colyton. Sidmouth. Ottery St. Mary.

The following Table of FEES to be taken by the Inspectors is fixed by the Act of Parliament:

For examining, comparing and stamping all Brass Weights within their respective jurisdictions:

	s.	d.
For each half-hundred weight	1	6
For each quarter of a hundred weight		9
For each stone		6
For each weight under a stone		1½

For examining, comparing and stamping all Iron Weights, or Weights of other descriptions not made of Brass, within their respective jurisdictions:

	s.	d.
Each half-hundred weight		6
Each quarter of a hundred weight		3
For each stone, and all weights under a stone		2

For examining, comparing and stamping all Wooden Measures within their respective jurisdictions:

	s.	d.
Each bushel		6
Each half-bushel		3
Each peck, and all under		2
Each yard		6

For examining, comparing and stamping all Measures of capacity of Liquids, made of copper or other metal, within their respective jurisdictions:

	s.	d.
Each five-gallon	1	8
Each four-gallon	1	4
Each three-gallon	1	
Each two-gallon		8
Each gallon		4
Each half-gallon		2
Each quart		1
Each pint, and under		½

(By order of Court,)

Castle of Exeter, 5 December 1834. *R. Eales*, Clerk of the Peace.

DORSET.

THE only instructions yet given by the magistrates at the quarter sessions for this county to inspectors of weights and measures, under the provisions of the Act of last Session, are as follow: "That the several inspectors appointed for each district be required to affix the stamps to the weights and measures in their respective districts, and that they appoint the most convenient places and times where and when they may be attended for this purpose, giving sufficient notice of such times and places."

Sherborne, 20 March 1835. *T. Fooks*, Clerk of the Peace.

THE magistrates of Poole gave the inspectors instructions to issue the following notice, and on which they have since acted.

Poole, 24 March 1835. *Robert H. Parr.*

DORSET:—POOLE.

To all persons making, selling, or exposing for sale, or using weights or measures in their respective trades or callings, we do hereby give notice, that under and by virtue of the several Acts of Parliament relating to weights and measures we have been appointed inspectors of weights and measures for the town and county of the town of Poole, and that for the purpose of carrying the duties of our office further into effect, we, or one of us, shall attend daily from ten in the forenoon until four in the afternoon, at the town-hall, with authenticated copies of the Imperial weights and measures, when and where all persons concerned residing in the town and county of the town of Poole are requested to make application to us the undersigned inspectors to appoint a time to attend and have their weights and measures examined, compared and stamped, otherwise they will be subject to the penalties imposed by the said Act.

24 December 1834.

Thomas Brown, } Inspectors for the Town and County
John Darby, } of the Town of Poole.

N. B. All persons who after the 1st of January next shall sell, or expose to sale, or use any weights and measures which have not been so stamped, shall on conviction forfeit a sum not exceeding 5*l.*

DURHAM.

THE following papers are transmitted herewith; viz.,

1. Copy order of adjourned sessions, 6 December 1834, determining the places for depositing copies of the Imperial standard weights and measures, and ordering appointment of inspectors of weights and measures in the county of Durham, under 4 & 5 Will. 4, c. 49.

2. Copy order of the same adjourned sessions, appointing John Nicholson to be inspector of weights and measures, under the said Act, for the city of Durham.

N. B. Similar orders were made at the same adjourned sessions, appointing the several persons mentioned in copy order, No. 1, to be inspectors of weights and measures for the places therein specified.

3. Copy of the rules for inspectors ordered at the same adjourned sessions.

4. Copy order of quarter sessions, 5 January 1835, requiring inspectors to make circuits.

5. Copy order of adjourned sessions, 7 February 1835, appointing Charles Cuthbertson inspector of weights and measures for North Durham, conditionally.

16 March 1835. *John Dunn*, Deputy Clerk of the Peace.

Durham, to wit. } AT the general quarter sessions of the peace of our Lord the King, holden at the county courts, in the suburbs of the city of Durham, in and for the said county, by adjournment, on the 6th day of December, in the year of our Lord 1834, before his Majesty's Justices of the Peace of and for the said county, then and there assembled.

Weights and Measures. Places of Deposit, &c. } IN pursuance of an Act of Parliament made in the 4th and 5th year of the reign of His present Majesty King William the Fourth, intituled, "An Act to amend and render more effectual two Acts of the 5th and 6th years of the reign of his late Majesty King George the Fourth, relating to weights and measures," it is ordered and determined that seven copies of the Imperial standard weights and measures are requisite for the comparison of all weights and measures in use within the county of Durham; and that such copies being already provided and deposited at the following places, (that is to say,) the city of Durham, South Shields, Stockton, Sunderland, Darlington, Barnardcastle and Gateshead, shall remain respectively deposited at the same, which are hereby fixed as the central and convenient places for depositing the said copies; and that the said standard copies so deposited as aforesaid shall be under the care of the following persons as inspectors of weights and measures, under the said Act; (that is to say,)

The copy of the said standard deposited at the city of Durham shall be under the care of John Nicholson, of Woodbine Cottage, near Durham, chief constable.

The copy of the said standard deposited at South Shields shall be under the care of Solomon Sutherland, of West-street, South Shields, accountant.

The copy of the said standard deposited at Stockton shall be under the care of William Wadeson Watson, of Stockton, chief constable.

The copy of the said standard deposited at Sunderland shall be under the care of Thomas Cook, of Flag-lane, Sunderland, whitesmith.

The copy of the said standard deposited at Darlington shall be under the care of John Harrison, of Blackwellgate, Darlington, assistant overseer of the poor.

The copy of the said standard deposited at Barnardcastle shall be under the care of Richard Waddilove, of Barnardcastle, cooper.

And the copy of the said standard deposited at Gateshead shall be under the care of Thomas Cox, of Gateshead, brazier and tin-plate worker.

And it is hereby ordered, that such copies be under the superintendence of the magistrates in petty sessions at each of the said places, to see that they are properly taken care of, and that competent persons (conversant in weights and measures) are employed to assist the inspectors, for the more perfect verifying and stamping of all weights and measures brought to each inspector for that purpose, and to allow such persons for their trouble such a portion of the fees as they shall think proper, in case the inspector and such competent persons shall differ about the same.

And in pursuance of the 14th section of the said Act, it is hereby ordered, that there shall be procured for the use of the said inspectors good and sufficient stamps for stamping or sealing all weights and measures used or to be used in the said county, on each of which stamps a crown with the word "Durham" round it shall be impressed or engraved, and which stamp, having the said device thereon, shall be taken to be the stamp for this county, and none others shall be considered legal stamps.

(By the Court,)

Price.

Durham, to wit. } AT the general quarter sessions of the peace of our Lord the King, holden at the county courts, in the suburbs of the city of Durham, in and for the said county, by adjournment, on the 6th day of December, in the year of our Lord 1834, before His Majesty's Justices of the Peace of and for the said county, then and there assembled,

Weights and Measures. Durham Inspector. } It is ordered, that John Nicholson, of Woodbine Cottage, near Durham, chief constable, be, and he is hereby appointed one of the inspectors of weights and measures for this county, during the pleasure of the magistrates in quarter sessions assembled, to take care of the copy of the Imperial standards, which is ordered to be deposited at the city of Durham, under the superintendence of the magistrates in petty sessions there; and it is also ordered, that such magistrates in petty sessions do see that some competent person conversant with weights and measures is employed to assist the inspector, for the more perfect verifying and stamping of all weights and measures brought to the said inspector for that purpose, and to allow such person such a portion of the fees for his trouble as they shall think proper, in case the inspector and such competent person shall differ about the same.

(By the Court,)

Price.

Durham, to wit. } AT the general quarter sessions of the peace of our Lord the King, holden at the county courts in the suburbs of the city of Durham, in and for the said county, by adjournment, on the 6th day of December in the year of our Lord 1834, before His Majesty's Justices of the Peace of and for the said county, then and there assembled,

Weights and Measures. Rules for Inspectors. } Ordered, that the inspectors of weights and measures do strictly observe the following rules in verifying and stamping such weights and measures as may be brought to them for that purpose:

1. All weights and measures corresponding in length, weight and capacity with the standards may be stamped, although not of the same shape as the standards.
2. No weight made of lead or pewter shall be stamped.
3. No weight under 56lbs., or measure under a bushel, shall be stamped, but those established by law, and which are the following, namely:

Measures:

Bushel, half bushel, peck, gallon, half gallon, quart, pint, half pint, gill, half gill, an Imperial standard yard.

Avoirdupois weight:—lbs.	oz.	drams.	Troy weight:—oz.	dwts.	grains.
56	8	8	12	10	12
28	4	4	6	5	6
14	2	2	3	3	3
7	1	1	2	2	2
4	0	0	1	1	1
2	0	0½			
1	0	0			

4. The standards are not to be used to put right defective weights and measures. If any person shall bring a weight or measure to be compared, which on trial is found to be defective, it is the duty of the inspector to refuse to stamp it, according to the usage in the Exchequer; and he is not to allow the standards to be used to correct such weight or measure, as such would necessarily render the standards themselves defective much sooner than if used as a test only for proving the correctness.

5. The inspectors are to be supplied with stamps by the clerk of the peace for stamping or sealing all weights and measures used, or to be used in the county, on each of which stamps a crown, with the word "Durham" round it, is to be impressed or engraved, and which stamps, having the said device thereon, shall be taken to be the stamp for this county, and none other shall be considered as legal stamps.

6. The inspectors shall stamp, in such manner as best to prevent fraud, all such weights and measures as shall, on comparison, be found to correspond with the standards, for which examination, comparison and stamping, the following fees shall be taken, as fixed by the said Act, namely:

For Examining, Comparing and Stamping,

All Brass Weights.	*s.*	*d.*	All Wooden Measures.	*s.*	*d.*
For each half-hundred weight	1	6	Each bushel	–	6
For each quarter of a hundred weight	–	9	Each half-bushel	–	3
For each stone	–	6	Each peck, and all under	–	2
For each weight under a stone	–	1½	Each yard	–	6
All Iron Weights, or Weights not made of Brass.			**All Measures of Capacity, of Copper or other Metal.**		
Each half-hundred weight	–	6	Each four-gallon	1	4
Each quarter of a hundred weight	–	3	Each two-gallon	–	8
Each stone, and under a stone	–	2	Each gallon	–	4
			Eeach half-gallon	–	2
			Each quart	–	1
			Each pint, and under	–	½

7. Every inspector shall, on receiving due notice, attend to examine and compare, and if found correct, to stamp such weights and measures as shall be produced to him.

8. Every inspector shall keep a book, wherein he shall enter minutes of all such comparison, and give a certificate under his hand of every such stamping, if required.

9. The copies of the Imperial standards are not to be taken out of the places where they are respectively deposited; but all weights and measures required to be verified must be brought there for that purpose.

10. The respective inspectors shall immediately issue a handbill, containing a copy of the 14th section of the 4th and 5th Will. 4, c. 49, and information to their respective districts when and where they will attend for the purpose of examining, adjusting and stamping weights and measures.

And it is ordered, that a copy of these rules be printed for the use of the inspectors, and for general distribution.

(By the Court,)

Price.

Durham, to wit. AT the general quarter sessions of the peace of our Lord the King, holden at the county courts, in the suburbs of the city of Durham, in and for the said county, on the 5th day of January, in the year of our Lord 1835, before His Majesty's Justices of the Peace of and for the said county, then and there assembled,

Weights and Measures. It is ordered, that the deputy clerk of the peace do write to the inspectors of weights and measures appointed at the adjourned sessions on the 6th day of December last, directing them to make circuits in their respective districts for the purpose of adjusting and stamping weights and measures according to law.

(By the Court,)

Price.

Durham, to wit. AT the general quarter sessions of the peace of our Lord the King, holden at the county courts, in the suburbs of the city of Durham, in and for the said county, by adjournment, on the 7th day of February, in the year of our Lord 1835, before His Majesty's Justices of the Peace of and for the said county, then and there assembled,

Weights and Measures. North Durham Inspector. It is ordered, that Mr. Charles Cuthbertson, of Tweedmouth, in the said county, joiner, be, and he is hereby appointed inspector of weights and measures for North Durham, provided he can obtain the loan of the Berwick standards.

(By the Court,)

Price.

ESSEX.

NO written instructions were given to the inspectors of weights and measures for this county, but a verbal communication was made to them, informing them of the duties of their office, and referring them to the Act of Parliament under which they were appointed.

Springfield-place, 13 March 1835. *C. G. Parker.*

GLOUCESTER.

NO other instructions have been given by the magistrates in this county to the inspectors of weights and measures appointed under the provisions of the Act of last Session than the following letter from the clerk to the Founders' Company, to enable the inspectors to distinguish the weights which may have been stamped by that Company.

Dursley, 16 March 1835. *Edward Bloxsome*, Deputy Clerk of the Peace.

Sir,

I AM directed by the master, wardens and court of assistants of the Founders' Company to inform you, that by virtue of the charter granted to the Founders' Company by his late Majesty King James the First, and the powers therein contained, which are specially reserved to the Company by the 28th section of the 4th & 5th Will. 4, c. 49, all brass weights sized and stamped by the Founders' Company are good and legal weights for use throughout the realm.

I am also directed to send you the following extracts from the charter, showing the rights vested in and exercised by the Company, as to the sizing, stamping and making legal all manner of brass weights.

Extracts.—" James, by the grace of God, King of England, Scotland, France and Ireland, Defender of the Faith, &c.; to all to whom these presents shall come, greeting: Whereas it is the part of our regal office to see our people be justly dealt withal, and (amongst other things) to care that in weights and measures our subjects do deal one with another after a true proportion, wherein (as we are informed) there is a great abuse used, in that the weights made of brass are ill and untruly made, which groweth as well by the unskilfulness of the makers as by the corrupt and false making thereof. And for that most of the makers of the said brass weights which are dispersed through our realm of England, as also the melters and workers of brass and copper wares, are dwelling and abiding in or about our city of London, but are not reduced into any certain company, nor the men of that mystery are not governed, nor their works searched and viewed as in other mysteries is used where there is a settled corporation, we therefore, to the end that these false and unskilful makers of brass weights and melters of brass and copper metals may be discovered and reformed, and that true and just weights and works of copper and brass may be had and used amongst our people, and for the prevention of such abuses as may occur therein hereafter, do grant, constitute, declare and ordain that all and every our loving subjects the founders of our city of London, and the suburbs thereof, and others the freemen of the said mystery, shall from henceforth be one body corporate," &c.

And further, we will, and for us, our heirs and successors, do grant by these presents unto the master, wardens and commonalty of the said mystery of founders, and to their successors,

cessors, that they the said master, wardens and commonalty of the said mystery shall for ever hereafter have, take and enjoy the sizing and marking of all manner of brass weights, to be executed, done and performed by the said master and wardens for the time being, or by such other their officers and ministers as by them shall be sworn and appointed thereunto; and that the said weights which are true and sufficient shall before they be sold or uttered be sized by the standard at Founders' Hall, and marked with their common mark, and then to be sealed at Guildhall if they be avoirdupois, and if they shall be found defective to be defaced. And also that all manner of brass weights shall be by the makers, workers and owners of them and every of them from time to time brought to the common hall of the master, wardens and commonalty of the said mystery of founders, and there to be sized and made lawful and good, according to our standard of England, and then to be marked with the common and usual mark of the said master, wardens and commonalty heretofore used and accustomed, being the form of an ewer."

The 28th clause of the 4th & 5th Will. 4, c. 49, reserving the rights of the Founders' Company, is as under:

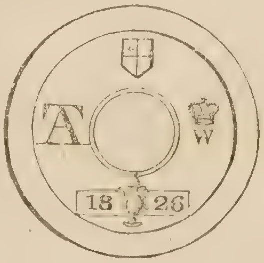
"Provided always, and be it enacted, that nothing in this Act contained shall extend to prohibit, defeat, injure or lessen the rights granted by charter to the master, wardens and commonalty of the mystery of founders of the city of London."

The above extracts fully show the Company's rights under their charter, reserved by the Act; and to enable your county inspectors to distinguish those weights which have been made legal by the Founders' Company and the city of London, the stamps impressed upon them are as under, which weights are legal and current throughout the realm, and do not require the local stamp of inspectors.

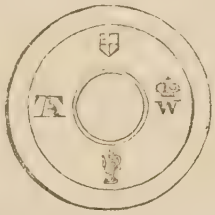
Avoirdupois Weights.

The 2 oz. weights and upwards, thus,

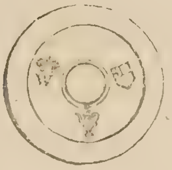
Being the Company's mark of an ewer between the year 1826, and the old fashioned A. (Avoirdupois), with the arms of the city of London and the King's crown.



The 1 oz. weight thus,



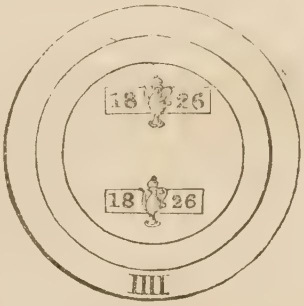
The ½ oz. down to ½ a dram, thus,



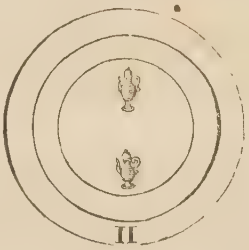
Troy Weights.

Marked by the Company only, as under,

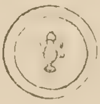
The 4 oz. weights and upwards, thus,



The 2 oz. weights down to a ¼ of an ounce, thus,



All weights below a ¼ of an ounce, thus,



I remain, Sir,
Your most obedient Servant,

Founders' Hall, Nov. 1834. *John Gray*, jun. Clerk.

H A N T S.

ON delivery of the stamped weights and measures to the respective inspectors for this county their attention was particularly called to the several clauses of the Act as respects their duties, and they were directed to keep a book to enter all minutes of comparison of the weights and measures with the copies of the standards, but no other instructions have been given to them by the magistrates at quarter sessions for this county.

Winchester, 16 March 1835. *T. Woodham*, Deputy Clerk of the Peace.

HEREFORD.

AT the general quarter sessions of the peace for the said county of Hereford, held on the 13th day of October 1834, it was ordered,

That Mr. Andrew Thompson, the person who hath been already appointed keeper of the standard weights and measures received from the Exchequer, be appointed inspector of weights

weights and measures, pursuant to an Act passed in the 4th & 5th years of the reign of His present Majesty, intituled, "An Act to amend and render more effectual two Acts of the 5th & 6th years of the reign of his late Majesty King George the Fourth, relating to Weights and Measures for the county of Hereford," and that he do attend at such times and places as the magistrates assembled in the respective petty sessions in this county shall direct, for the purpose of inspecting, measuring, rectifying, stamping and sealing weights and measures according to the directions contained in the said Act.

A copy of the above order was delivered to the inspector, with no further instructions except that he was to execute his office according to the directions of said first-mentioned Act.

13 March 1835. *Thomas Bird*, Clerk of the Peace.

HUNTINGDON.

Huntingdon, to wit. } AT the general special sessions, held at the court-hall in Huntingdon on Saturday the 6th day of December 1834, before Lawrance Reynolds, Esq. Chairman, John Bonfoy Rooper, Esq. M.P., John Linton, Esq., the Rev. George Heathcote,

It is ordered, that the clerk of the peace forthwith procure a set of stamps sufficient for the purpose of marking the weights and measures in this county, according to the provisions of the Act 4 & 5 Will. 4, c. 49, to be called the county stamp; and further, that he appoint the county inspector to attend at such places and times before the first January to mark weights and measures, as may enable all persons in the county to verify their weights and measures in conformity with the provisions of the Act; and further, that public notice be given in the newspaper of the days and places of such attendance of the inspector.

In pursuance of the above order of sessions, made in reference to the provisions of the Act of last Session relative to weights and measures, the requisite stamps were provided, and the inspector directed to attend with them at several of the most convenient places in the county, which were advertised in pursuance of the said order, and a copy of the Act was delivered to the inspector.

13 March 1835. *James Housden*, Clerk of the Peace.

LEICESTER.

Michaelmas Session 1834.

THE magistrates having already provided one copy of the Imperial standard weights and measures verified and stamped at the Exchequer, the magistrates now assembled do deem such one copy sufficient for the comparison of all weights and measures in use within this county, and do direct that such copy shall be deposited at the county public office in Leicester, as the most central and convenient place.

And it is ordered, that the several inspectors of weights and measures shall be provided with a stamp for the stamping and sealing all weights and measures used in the said county, to be examined and compared with the said copy of Imperial standard weights and measures, and which stamp is to be taken as the stamp of the county.

And the clerk of the peace is directed to advertise, in one or more of the Leicester papers, that the several inspectors of weights and measures for this county will attend with the copies of the Imperial standard weights and measures verified and stamped at the Exchequer, provided for the use of the county, for the purpose of examining, comparing and stamping all weights and measures in use within the same, at the several places and on the several days following; viz.

At Leicester, on Monday the 24th of November, and five following days.
At Loughborough, on Monday the 1st of December, and three following days.
At Ashby-de-la-Zouch, on Friday the 5th of December, and following day.
At Melton Mowbray, the 8th of December, and five following days.
At Harborough, on Monday the 15th day of December, and the five following days.
At Lutterworth, on Monday the 22d day of December, and two following days.
At Hinckley, on Friday, Saturday and Monday, 26th, 27th and 29th of December.
At Market Bosworth, on Tuesday the 30th of December, and following day.

The inspectors of weights and measures are required to keep a book, wherein they shall enter minutes of all such comparisons, and give a certificate thereof, at the next sessions, of every such stamping or verification, and that such a portion of the fees of stamping all weights or measures in the towns of East Gorcote shall be paid to Mr. Thomas Penn, the inspector of that hundred, as the magistrates shall think proper.

Epiphany Session 1835.

The inspectors of weights and measures reported, that pursuant to the order made at the last session, they had attended at the several places and on the several days appointed, for the purpose of comparing with the Imperial standard of weights and measures all weights

and

and measures in use within the county, and stamping the same, but that they had not been able to complete their work by the 1st of January. Ordered, that the inspectors continue to compare and stamp all weights and measures in use within the county.

Mr. Babington gave notice, that at the next Easter sessions it be considered whether it is desirable to continue the present number of inspectors of weights and measures and their present allowances, and on what footing the duties of the said office shall hereafter be placed.

18 March 1835. *Thomas Freer*, Clerk of the Peace.

LINCOLN:—Holland.

AT a general quarter sessions of the peace of our Sovereign Lord the King, held by adjournment at Boston, in and for the parts of Holland, within the county of Lincoln, on Wednesday the 17th day of December, in the 5th year of the reign of our Sovereign Lord William the Fourth, that now is King of the United Kingdom of Great Britain and Ireland, and in the year of our Lord 1834, before Augustus Duggan, Esq., the Rev. Henry Butler Pacey, doctor in divinity, and the Rev. Martin Sheath, clerk, and others their fellows, the Justices of our said Lord the King, assigned to keep the peace of our said Lord the King, within the parts of Holland aforesaid, and also to hear and determine divers felonies, trespasses, and other misdemeanors done and committed within the said parts, in the said county, and one of whom is of the quorum,

Ordered, that the copies of the Imperial standard weights and measures in use for the hundreds of Kirton and Skirbeck will, after the 30th instant, be deposited in a room at the house of correction at Skirbeck Quarter, under the care of the inspectors, to whom application is to be made.

14 March 1835. *Fra. Thirkill*, Clerk of the Peace.

AT a general quarter sessions of the peace of our Sovereign Lord the King, held by adjournment at Spalding, in and for the parts of Holland, within the county of Lincoln, on Tuesday the 30th day of December, in the 5th year of the reign of our Sovereign Lord William the Fourth, that now is King of the United Kingdom of Great Britain and Ireland, and in the year of our Lord 1834, before the Rev. William Moore, doctor in divinity, and the Rev. Charles Moore, clerk, and others their fellows, the Justices of our said Lord the King, assigned to keep the peace of our said Lord the King, within the parts of Holland aforesaid, and also to hear and determine divers felonies, trespasses, and other misdemeanors done and committed within the said parts, in the said county, and one of whom is of the quorum,

Ordered, that the weights and measures be deposited at the house of correction at Spalding, and at the house of Thomas Pick, in Holbeach.

14 March 1835. *Fra. Thirkill*, Clerk of the Peace.

AT a general quarter sessions of the peace of our Sovereign Lord the King, held by adjournment at Boston, in and for the parts of Holland, within the county of Lincoln, on Wednesday the 17th day of December, in the 5th year of the reign of our Sovereign Lord William the Fourth, that now is King of the United Kingdom of Great Britain and Ireland, and in the year of our Lord 1834, before Augustus Duggan, Esq., the Rev. Henry Butler Pacey, doctor in divinity, and the Rev. Martin Sheath, clerk, and others their fellows, the Justices of our said Lord the King, assigned to keep the peace of our said Lord the King, within the parts of Holland aforesaid, and also to hear and determine divers felonies, trespasses, and other misdemeanors done and committed within the said parts, in the said county, and one of whom is of the quorum,

Ordered, that notice be given of the days and times the inspectors will further attend to adjust and stamp the weights and measures for the hundreds of Kirton and Skirbeck, as follows:

At the King's Head, Freiston, Monday, 22d December.
At the Queen's Head, Skirbeck, Tuesday, 23d.
At the Bull, Kirton, Monday 29th.
At the Swan, Wigtoft, Tuesday 30th.

Attendance at each place from 10 o'clock in the morning to two in the afternoon.

14 March 1835. *Fra. Thirkill*, Clerk of the Peace.

AT a general quarter sessions of the peace of our Sovereign Lord the King, held by adjournment at Spalding, in and for the parts of Holland, within the county of Lincoln, on Tuesday the 25th day of November, in the 5th year of the reign of our Sovereign Lord William the Fourth, that now is King of the United Kingdom of Great Britain and Ireland, and in the year of our Lord 1834, before the Rev. William Moore, doctor in divinity, and the Rev. James Morton, clerk, and others their fellows, the Justices of our said Lord the King, assigned to keep the peace of our said Lord the King, within the parts of Holland aforesaid, and also to hear and determine divers felonies, trespasses, and other misdemeanors done and committed within the said parts, in the said county, and one of whom is of the quorum, Ordered, that notice be given of the days and times the inspectors will attend to adjust and stamp the weights and measures for the hundred of Elloe, as follows:

At the Town Hall, Spalding, on the 10th, 11th, 12th and 13th December.
At the Globe, Pinchbeck, on the 15th.
At the George, Crowland, on the 16th and 17th.
At the White Horse, Whaplode Drove, on the 18th.
At the Lamb and Flag, Whaplode, on the 19th.
At the Swan, Moulton, on the 20th.
At the Chequers, Holbeach, on the 22d, 23d and 24th.
At the Lion, Gedney, on the 26th and 27th.
At the Bull, Long Sutton, on the 29th and 30th.
At the Five Bells, Sutton Saint James, on the 31st.
At the Cross Keys, Gedney Hill, on the 1st January 1835.

Attendance at each place from nine o'clock in the morning to five in the afternoon.

14 March 1835. *Fra. Thirkill,* Clerk of the Peace.

AT a general quarter sessions of the peace of our Sovereign Lord the King, held by adjournment at Boston, in and for the parts of Holland, within the county of Lincoln, on Wednesday the 19th day of November, in the fifth year of the reign of our Sovereign Lord William the Fourth, that now is King of the United Kingdom of Great Britain and Ireland, and in the year of our Lord 1834, before Augustus Duggan, Esq., the Rev. Henry Butler Pacey, doctor in divinity, and the Rev. Martin Sheath, clerk, and others their fellows, the Justices of our said Lord the King, assigned to keep the peace of our said Lord the King, within the parts of Holland aforesaid, and also to hear and determine divers felonies, trespasses, and other misdemeanors done and committed within the said parts, in the said county, and one of whom is of the quorum.

Ordered, that notice be given of the days and times the inspectors will attend to adjust and stamp the weights and measures for the hundreds of Kirton and Skirbeck, as follows:

At the Queen's Head, Skirbeck, on Monday, 1st December.
At the King's Head, Freiston, on Tuesday the 2d.
At the Lord Nelson, Benington, on Thursday the 4th.
At the White Hart, Leake, on Friday the 5th.
At the Ship, Skirbeck Quarter, on Monday the 8th.
At the Peacock, Kirton, on Tuesday the 9th.
At the King's Head, Surfleet, on Friday the 12th.
At the Five Bells, Gosberton, on Saturday the 13th.
At the Red Cow, Donington, on Monday the 15th.
At the Wheat Sheaf, Swineshead, on Tuesday the 16th.
At the Swan, Sutterton, on Thursday the 18th.
At the Lord Nelson, Benington, on Saturday the 20th.

Attendance at each place from 10 o'clock in the morning to two in the afternoon.

14 March 1835. *Fra. Thirkill,* Clerk of the Peace.

LINCOLN:—KESTEVEN.

I BEG to inform you that Mr. Parker Smith and Mr. William Payne were appointed in sessions for the parts of Kesteven, in this county, and entered into the necessary recognizance. They were furnished with copies of the Act of Parliament before they proceeded on their circuit through this division, and the magistrates agreed with them, instead of allowing them the fees, to pay them by the day, and their travelling expenses.

The fees received by them amounted to 192 *l.* 3 *s.* 2 *d.*, and after deducting all expenses, including advertisements, stationery, stamps, &c., amounting to 161 *l.* 17 *s.* 3 *d.*, the balance of 30 *l.* 5 *s.* 11 *d.* was carried to the credit of the county rate.

Sleaford, 14 March 1835. *H. Forbes,* Clerk of the Peace.

LINCOLN:—LINDSEY.

THE magistrates of Lindsey having appointed two intelligent and respectable men, and taken security from them for the due execution of their office, as directed by the Act, did not think it necessary to give them any instructions beyond referring them to the Act of Parliament; but to avoid the expense of purchasing the many copies of the standards which would have been required, if they had been stationary, at central situations, as contemplated by the Act, they made a stipulation with the inspectors on their appointment that they should take circuits through their districts, first advertising the places and times at which they would attend with the standards. This engagement not being in writing, I am unable to furnish a copy of its terms, but the above is its substance; and the inspectors strictly complied with it, and made a circuit of 29 principal towns.

Spilsby, 15 March 1835. *Jno. H. Hollway,* Clerk of the Peace.

MIDDLESEX.

NO specific instructions were given to the inspectors of weights and measures appointed by the Middlesex magistrates; but the inspectors, in addition to entering into the security required by the 16th section of that Act, signed a memorandum, of which the following is a copy:

"Middlesex (the City and Liberty of Westminster and the Liberty of the Tower of London excepted.)

"Terms on which the several inspectors of weights and measures, under 4 & 5 Will. 4, c. 49, are appointed, in addition to those which are included in the security to be given by them under the 16th section of that Act:

"1st. No inspector is to carry on trade and use weights or measures therein.

"2d. Each inspector is to rent and fit up, at his own expense, and subject to the approbation of the magistrates, the place of deposit of the copies of weights and measures which shall be entrusted to his care; and immediately on his removal or other cessation from office, he is to restore the scales, beams, stamps, triangles, glasses and other things which have been entrusted to him, and not coming within the description of weights and measures.

"3d. Each inspector is to lay before the court, on the county day of January session 1835, an account of the number of certificates of stamping given by him, of the quantity of weights and measures stamped, and of the sums he has received for such stamping; together with an account of the number of false weights and measures rejected by him; and a table of fees is to be placed by him in some conspicuous place in his station."

Sessions-house, Clerkenwell,
14 March 1835.

Chas. P. Allen,
Deputy Clerk of the Peace.

MONMOUTH.

Michaelmas Sessions, 1834. ORDERED, that one inspector, with the requisite security, be appointed, under the provisions of the Act of 4 & 5 Will. 4, c. 49.

Resolved, that the set of weights and measures now in the town-hall at Usk be deemed sufficient for the purpose of the county.

That the stamps required under the above Act (s. 14), be procured by the clerk of the peace.

That the inspector do proceed at different periods, and so often as may be needful, to the several districts in the county, giving sufficient notice beforehand of his going thither.

Resolved, that John James, the younger, of the town of Usk, be appointed inspector of weights and measures under the above Act, and that the clerk of the peace do take care that he enter into the requisite legal security.

(A true copy.)

Jones, Clerk of the Peace.

NORFOLK.

AT the general quarter session of the peace, held by adjournment at the Castle of Norwich, in the shirehouse there, in and for the said county, on the 22d November 1834, the following resolutions were entered into; viz.

"This court having taken into further consideration the Act passed in the last Session of Parliament, intituled, 'An Act to amend and render more effectual two Acts of the 5th and 6th years of the reign of his late Majesty King George the Fourth, relating to Weights and Measures,' Resolved, that 21 copies of the Imperial standard weights and measures are deemed and determined by this court to be requisite for the comparison of all weights and measures in use within this county, and are accordingly directed to be provided, verified and stamped, according to the directions of the said Act, and to be deposited at the several places, and under the care of the several inspectors now appointed by this court, and hereinafter mentioned; (that is to say,")

[*Here follow the names of the places at which the copies of the standard weights, &c. were to be deposited, and of the inspectors appointed.*]

"Resolved and ordered, that the foregoing resolution and appointments be advertised in the Norfolk Chronicle and Norwich Mercury on the 6th and 13th days of December next."

In pursuance of the above-mentioned resolutions, the following advertisement was on the 6th and 13th days of December 1834 inserted in the two Norwich newspapers:

"*Weights and Measures.*—Notice is hereby given, that in pursuance of the Act of Parliament of the 4th & 5th Will. 4, c. 49, copies of the Imperial standard weights and measures, verified and stamped according to the directions of the said Act, are by order of the court of quarter session for the county of Norfolk deposited, together with the stamps procured by the said court for stamping or sealing all such weights and measures as shall be found correct, at the several places and under the care of the several inspectors hereinafter mentioned; (that is to say,)

"Norwich, Thomas William Stevenson.
"Loddon, &c. (as in the resolution of the court.)

"Each of the said inspectors must forthwith, in pursuance of the said Act, go before one of the justices of the peace for the said county, and enter into a recognizance to His Majesty in the sum of 100 *l.*, upon condition to be void if he the said inspector shall duly and punctually perform the duties of his office of inspector, and shall safely keep the copies of weights and measures committed to his charge, and duly restore them immediately on his removal or other cessation from the said office, which recognizance must be delivered to the clerk of the peace at the next general quarter session of the peace to be held for the said county.

"*Caution to the Public.*—And notice is also hereby given, that each of the said inspectors is by the said Act required, on receiving due notice, to attend to examine, compare and stamp, if so required, and found correct, such weights and measures as shall be produced to him, and shall keep a book wherein he shall enter minutes of all such comparisons, and give a certificate, under his hand, of every such stamping or verification, if required so to do; and that every person in England who shall after the 1st day of January next use any weights or measures which shall not have been stamped as hereinbefore mentioned, or (as to brass weights) marked by the Founders' Company in London, or which shall be found light or otherwise unjust; or who shall sell, or expose to sale, any such unauthenticated weight or measure, will be subject to a penalty of 5 *l.*; and that all such unjust weights and measures will be seized, forfeited and condemned; and that all bargains, sales and contracts made by the heaped measure, or by any weight or measure not authenticated as aforesaid, after the said 1st day of January next, are by the said Act declared null and void; and that no weights made of lead or pewter are after that day to be used.

"2 December 1834." "*Robert Copeman*, Clerk of the Peace."

"The inspectors are authorized by the Act of Parliament to demand the following fees for examining, comparing and stamping the under-mentioned weights and measures:

"*Brass Weights*:—Half hundred, &c. as in the schedule of the Act."

Some verbal directions were given by the chairman at the quarter session to such inspectors as were present, but no other formal instructions were given than by the foregoing advertisement.

Robert Copeman, Clerk of the Peace.

NORWICH.

The following is a copy of the proceedings of the magistrates of Norwich at their adjourned general quarter session, when Mr. James Grinling, the inspector, was appointed, and of the recognizance entered into by him pursuant to the Act.

I beg to add, that no written instructions were given to Mr. Grinling by the magistrates, but he was verbally directed to proceed with all possible expedition to carry into effect the provisions of the Act, by stamping all the weights and measures used and offered for sale in the city and county of Norwich, as thereby directed; this he immediately commenced doing, and is still proceeding with, at the place appointed in the guildhall.

It may be proper to mention, that a difficulty has arisen in the execution of the Act with respect to persons residing without the city and county of Norwich frequenting the Norwich market. The inspectors for the county of Norfolk, where they principally reside, claim the right to stamp their weights and measures, on the ground that they are used by them in the county of Norfolk; and the inspector for Norwich conceives that the Act obliges him to stamp them again, because they are used in the city and county of Norwich. This the traders deem a great hardship, considering that they ought to pay only once for having their weights and measures legally authenticated. The same hardship arises with respect to the persons residing in Norwich who sell weights and measures. They are compelled to have them stamped by the Norwich inspector before they can be sold; and when the buyers use these weights and measures in the county of Norfolk the inspectors there claim a right to stamp them again, and demand the fees for so doing.

Guildhall, 30 March 1835. *A. A. H. Beckwith*, Clerk of the Peace.

Norwich, } AT the general quarter session of the peace of our Lord the King, holden by
to wit. } adjournment at the guildhall of the city of Norwich, in and for the said city and county, the 23d day of December in the 5th year of the reign of our Sovereign Lord William the Fourth, by the grace of God of the United Kingdom of Great Britain and Ireland King, Defender of the Faith, before Charles Turner, esquire, mayor of the said city, Isaac Preston, esquire, recorder of the same city; William Rackham, esquire; Thomas Starling Day, esquire, and others their fellows, justices of our said Lord the King, to keep the peace of our said Lord the King, in the city and county aforesaid, and also and so forth assigned.

This day the magistrates assembled at the said general quarter session of the peace do, in pursuance of the Act of Parliament passed in the 4th and 5th years of the reign of his present Majesty, c. 49, intituled, "An Act to amend and render more effectual two Acts of the 5th and 6th years of the reign of his late Majesty King George the Fourth, relating to Weights and Measures," appoint James Grinling, of the said city, tea dealer, inspector of

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of weights and measures in and for the city and county of Norwich; and the said James Grinling thereupon entered into a recognizance in the sum of 100 *l.* for the due and punctual performance of the duties of the said office, as required by such Act. The said magistrates so assembled do order, that the copy of the Imperial standard weights and measures for the comparison of all weights and measures in use within the said city and county, which was sized and sealed by His Majesty's standard weights and measures in His Majesty's Exchequer at Westminster, as appears by the indenture under the hand and seal of William Charsley, deputy chamberlain of the said Exchequer, bearing date the 14th day of August 1826, shall be deposited in the guildhall of the said city, under the care of the said inspector so appointed as aforesaid; and that the copy made from the said weights and measures in the said year 1826 shall be forthwith sized and sealed at the said Exchequer, and after being so sized and sealed shall also be deposited in the said guildhall, under the care of the said inspector.

The said magistrates so assembled do also order, that Philip Bedford, of St. Andrew's, brazier, make the proper stamps for stamping the weights and measures, as required by the said Act of the 4th and 5th years of his present Majesty's reign.

This court doth order, that notice of the appointment of the said inspector, and of the fees demandable by him under the late Act of Parliament, be inserted in the newspapers called the Norfolk Chronicle and Norwich Mercury on Saturday next.

Norwich.—James Grinling, of St. Peter, of Mancroft, tea dealer, acknowledges to owe to our Sovereign Lord the King the sum of 100 *l.*

The condition of the above written recognizance is such, that if the above bounden James Grinling shall duly and punctually perform the duties of the office of inspector of weights and measures, to which he is this day appointed by the Justices of the Peace for the city and county of Norwich, assembled at the general quarter session of the peace holden in and for the said city and county by adjournment, and shall during the time he shall hold the office of such inspector safely keep the copies of the Imperial standard weights and measures committed, or to be committed, to his charge as such inspector, and also shall immediately on his removal or other cessation from the said office restore all and every the said copies, in a good state and condition, to the person or persons lawfully authorized to receive the same, then the said recognizance to be void, otherwise to remain in full force and effect.

NORTHAMPTON.

NO particular directions were issued from the sessions, but the inclosed is a copy of a letter written to each of the three inspectors of this county, before they proceeded in the duties of their office.

1 April 1835. *Charles Markham*, Clerk of the Peace.

Sir, Northampton, 26 December 1834.

I AM assured that you will have all necessary matters relating to the weights and measures by to-morrow at furthest; in consequence of which an advertisement will appear in the newspapers of to-morrow, giving notice that you will attend at the following places and times to mark all such weights and measures as may be brought to you for the purpose. And if it shall appear that sufficient time has not been allowed for any one place, you must inform persons that they must send the weights and measures to you, as it is absolutely necessary that you should attend at each place according to the advertisement; (that is to say,) that you attend at Oundle on Monday next, the 29th instant; at Thrapston on Tuesday the 30th instant; at Wellingborough on Wednesday the 31st instant; and at Kettering on Thursday the 1st day of January next, at 10 o'clock in the morning of each day. You must in conveying the standard weights and measures, scales, &c. use the greatest care, so that they may not be injured in any manner; and they should be conveyed in a cart with springs; and you should carefully attend to their packing and unpacking.

Your appointment, and the form of a recognizance to be entered into, I send by this post to Mr. Lamb, of Kettering, on whom you must wait to receive such appointment, and he will fix a time for your entering into the recognizance before a magistrate; and that must be done immediately, and before you can proceed to execute any of the duties of your office.

I am,
Your obedient Servant,
(signed) *Charles Markham.*

Mr. Keen, Inspector of Weights
and Measures, Kettering.

P. S.—You should take the Act of Parliament with you.

N. B.—A similar letter was written to the inspector of weights and measures for the divisions of Brackley and Daventry; also to the inspector for the divisions of Northampton and Towcester.

NORTHAMPTON:—Peterborough.

The instructions given to the inspectors of this liberty were, to distribute bills announcing to the public the days and places when and where the inspectors would attend to inspect and stamp the weights and measures, and generally to discharge their duty as directed by the Act.

18 March 1835. *Thomas Atkinson.*

NORTHUMBERLAND.

In this county, His Majesty's Justices of the Peace, in pursuance of the provisions of the Act (4 & 5 Will. 4, c. 49), at their last Michaelmas quarter sessions, held at Alnwick, on Thursday the 16th October 1834, determined upon the number of copies of the Imperial standards requisite for the comparison of all weights and measures in use within their county, appointed inspectors, and issued certain rules for their guidance.

All these orders of court, more or less, contain instructions for the guidance of the inspectors, and of which the following are copies:

The order determining as to the number of copies is marked (A.)
The appointment of inspectors, (B.), (C.), (D.), (E.), (F.)
And the rules, (G.)

These contain all the instructions given by the magistrates of this county to the inspectors.

Alnwick, 14 March 1835. *Robert Thorp,*
Clerk of the Peace.

(A.)—Weights and Measures. (*Number of Copies.*)

In pursuance of the Act of Parliament for that purpose made, (4 & 5 Will. 4, c. 49, s. 5,) the magistrates assembled at this sessions do determine, that true copies of the Imperial standard weights and measures are requisite for the comparison of all weights and measures in use within this county, and they do hereby direct that four of such copies, verified and stamped at the Exchequer, shall be provided for the use of the said county, in addition to the copy of the said standards so verified and stamped as aforesaid now remaining at the gaol at Morpeth, in the custody of John Blake the gaoler, as inspector. And the said magistrates, so assembled, do fix upon the following central and convenient places, at which the said copies shall be deposited under the care of the following persons, as inspectors of weights and measures, by virtue of the said Act; (that is to say)

The present copy of the said standards to be continued at the Common Gaol at Morpeth, under the care of John Blake, gaoler:

One other of such copies at the Moot Hall, under the care of Joseph Jackson, the keeper thereof:

One other of such copies at the House of Correction at Tynemouth, under the care of Samuel Hall, the keeper thereof:

One other of such copies at the House of Correction at Hexham, under the care of John Leath, the keeper thereof:

One other of such copies at the House of Correction at Alnwick, under the care of James Cousins, assistant to Jane Cousins, the keeper thereof.

And the said Justices do order, that such copies be under the superintendence of the visiting Justices at each of the said places, to see that they are properly taken care of, and that competent persons (conversant in weights and measures) are employed to assist the inspectors, for the more perfect verifying and stamping of all weights and measures brought to each inspector for that purpose, and to allow such persons for their trouble such a portion of the fees as they shall think proper, in case the inspector and such competent persons shall differ about the same.

And in pursuance of the 14th section of the said Act, the said magistrates at this present quarter sessions assembled, do order that there shall be procured, for the use of the said inspectors, good and sufficient stamps, for stamping or sealing all weights and measures used or to be used in the said county; on each of which stamps "a Castle" shall be impressed or engraved thereon; and which stamp, having the said device thereon, shall be taken to be the stamp for this county, and none others shall be considered legal stamps.

(By the Court,)
Thorp.

(B.)—Weights and Measures. (*Appointment of John Blake, at Morpeth.*)

Resolved, That John Blake, the keeper of the common gaol and house of correction at Morpeth, be and he is hereby appointed one of the inspectors of weights and measures for this county, during the pleasure of the justices, to take care of the copy of the imperial standards

standards which is ordered to be deposited in the said gaol, under the superintendence of the visiting Justices there. And it is also resolved, that such visiting Justices do see that some competent person, conversant with weights and measures, is employed to assist the inspector, for the more perfect verifying and stamping of all weights and measures brought to the said inspector for that purpose, and to allow such person such a portion of the fees for his trouble as they shall think proper, in case the inspector and such competent person shall differ about the same.

(By the Court,)

Thorp.

(C.)—Weights and Measures. (*Appointment of Joseph Jackson as Inspector at the Moot Hall.*)

Resolved, That Joseph Jackson, the keeper of the Moot Hall prisons, be and is hereby appointed one of the inspectors of weights and measures for this county, during the pleasure of the Justices, to take care of the copy of the imperial standards which is ordered to be deposited in the Moot Hall, under the superintendence of the visiting Justices there. And it is also resolved, that such visiting Justices do see that some competent person, conversant with weights and measures, is employed to assist the inspector for the more perfect verifying and stamping of all weights and measures brought to the said inspector for that purpose, and to allow such person such a portion of the fees for his trouble as they shall think proper, in case the inspector and such competent person shall differ about the same.

(By the Court,)

Thorp.

(D.)—Weights and Measures. (*Appointment of Samuel Hall, at Tynemouth, as Inspector.*)

Resolved, That Samuel Hall, the keeper of the house of correction at Tynemouth, be and is hereby appointed one of the inspectors of weights and measures for this county, during the pleasure of the Justices, to take care of the copy of the Imperial standards which is ordered to be deposited in the house of correction at Tynemouth, under the superintendence of the visiting Justices there. And it is also resolved, that such visiting Justices do see that some competent person, conversant with weights and measures, is employed to assist the inspector, for the more perfect verifying and stamping of all weights and measures brought to the said inspector for that purpose, and to allow such person such a portion of the fees for his trouble as they shall think proper, in case the inspector and such competent person shall differ about the same.

(By the Court,)

Thorp.

(E.)—Weights and Measures. (*Appointment of John Leath, at Hexham, as Inspector.*)

Resolved, That John Leath, the keeper of the house of correction at Hexham, be and is hereby appointed one of the inspectors of weights and measures for this county, during the pleasure of the Justices, to take care of the copy of the Imperial standards which is ordered to be deposited in the house of correction at Hexham, under the superintendence of the visiting Justices there. And it is also resolved, that such visiting Justices do see that some competent person, conversant with weights and measures, is employed to assist the inspector, for the more perfect verifying and stamping of all weights and measures brought to the said inspector for that purpose, and to allow such person such a portion of the fees for his trouble as they shall think proper, in case the inspector and such competent person shall differ about the same.

(By the Court,)

Thorp.

(F.)—Weights and Measures. (*Appointment of James Cousins, at Alnwick, as Inspector.*)

Resolved, That James Cousins, assistant to Jane Cousins, the keeper of the house of correction at Alnwick, be and is hereby appointed one of the inspectors of weights and measures for this county, during the pleasure of the Justices, to take care of the copy of the Imperial standards which is ordered to be deposited in the house of correction at Alnwick, under the superintendance of the visiting Justices there. And it is also resolved, that such visiting Justices do see that some competent person, conversant with weights and measures, is employed to assist the inspector, for the more perfect verifying and stamping of all weights and measures brought to the said inspector for that purpose, and to allow such person such a portion of the fees for his trouble as they shall think proper, in case the inspector and such competent person shall differ about the same.

(By the Court,)

Thorp.

(G.)—Weights and Measures. (*Rules for Inspectors.*)

Ordered, That the inspectors of weights and measures do strictly observe the following rules in verifying and stamping such weights and measures as may be brought to them for that purpose:

1. All weights and measures corresponding in length, weight and capacity with the standards may be stamped, although not of the same shape as the standards.

2. No weight made of lead or pewter shall be stamped.

3. No weight under 56 lbs. or measure under a bushel shall be stamped, but those established by law, and which are the following only, namely,

Measures:—Bushel, half-bushel, peck, gallon, half-gallon, quart, pint, half-pint, gill, half-gill.

An Imperial Standard Yard.

Avoirdupois Weight:—56 lbs., 28 lbs., 14 lbs., 7 lbs., 4 lbs., 2 lbs., 1 lb., 8 oz., 4 oz., 2 oz., 1 oz., 8 drs., 4 drs., 2 drs., 1 dr., ½ dr.

Troy Weight:—12 oz., 6 oz., 3 oz., 2 oz., 1 oz., 10 dwts., 5 dwts., 3 dwts., 2 dwts., 1 dwt., 12 grs., 6 grs., 3 grs., 2 grs., 1 gr.

4. The standards are not to be used to put right defective weights and measures. If any person shall bring a weight or measure to be compared, which on trial is found to be defective, it is the duty of the inspector to refuse to stamp it, according to the usage in the Exchequer; and he is not to allow the standards to be used to correct such weight or measure, as that would necessarily render the standards themselves defective much sooner than if used as a test only for proving the correctness.

5. The inspectors are to be supplied with stamps by the clerk of the peace for stamping or sealing all weights and measures used or to be used in the county, on each of which stamps a castle is to be impressed or engraved, and which stamps having the said device thereon shall be taken to be the stamp for this county, and none others shall be considered as legal stamps.

6. The inspectors shall stamp in such manner as best to prevent fraud all such weights and measures as shall, on comparison, be found to correspond with the standards; for which examination, comparison and stamping the following fees shall be taken, as fixed by the said Act; viz.

For Examining, Comparing and Stamping,

All Brass Weights.	*s.*	*d.*
For each half-hundred weight	1	6
For each quarter of a hundred weight		9
For each stone		6
For each weight under a stone		1½
All Iron Weights, or Weights not made of Brass.		
Each half-hundred weight		6
Each quarter of a hundred weight		3
Each stone and under a stone		2

All Wooden Measures.	*s.*	*d.*
Each bushel		6
Each half-bushel		3
Each peck and all under		2
Each yard		6
All Measures of Capacity, of Copper or other Metal.		
Each four-gallon	1	4
Each two-gallon		8
Each gallon		4
Each half-gallon		2
Each quart		1
Each pint, and under		½

7. Every inspector shall, on receiving due notice, attend to examine and compare, and if found correct, to stamp such weights and measures as shall be produced to him.

8. Every inspector shall keep a book, wherein he shall enter minutes of all such comparison, and give a certificate under his hand of every such stamping, if required.

9. The Imperial standards are not to be taken out of the correction house, but all weights and measures required to be verified must be brought there for that purpose.

And it is ordered, that a copy of these rules be printed for the use of the inspectors, and for general distribution.

(By the Court,)

Thorp.

NORTHUMBERLAND:—Berwick-upon-Tweed.

Berwick-upon-Tweed, to wit. } AT His Majesty's general quarter sessions of the peace for the said borough, holden on Monday the 20th October 1834,

The court having taken into consideration the 4th & 5th Will. 4, c. 49, intituled, "An Act to amend and render more effectual two Acts of the 5th and 6th years of the reign of his late Majesty King George the Fourth, relating to Weights and Measures," do hereby order, that Mr. Town Clerk be, and he is hereby ordered to issue an advertisement, and insert the same in the Berwick Advertiser, according to the terms of the said Act, giving public notice that the use of heaped measures shall be abolished from and after the 1st of January 1835; and that all bargains, sales and contracts made by the heaped measure after the

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the said 1st day of January 1835 shall be null and void; and that thereafter no weight made of lead or of pewter shall be stamped or used. And notice is hereby further given, that a set or copy of the Imperial standard weights and measures have been provided at the corporation's expense, and are now deposited in the town-hall, and that any person desirous of having their weights and measures adjusted and stamped as by law required, may have them so adjusted and stamped on application to Mr. John Newcomb, inspector of weights and measures for this borough, on payment of the legal and accustomed fees.

(A true copy.)

M. Jameson, Town Clerk.

NOTTINGHAM.

NO instructions were given by the magistrates at quarter sessions to the inspectors of weights and measures appointed under the provisions of the Act of last Session, except that in the order of appointment the different places of depositing the standard copies of weights and measures were named; but as the magistrates in the respective petty sessional districts of the county were entrusted with the execution of the Act in detail, I have considered it my duty to inquire whether any instructions were given by them to the inspectors, and it appears that there were none, except to execute the Act as far as its defective state would permit, and in some instances, to keep an account of the weights and measures so stamped, and of the fees received by the inspectors.

Newark, 21 March 1835. *Edw. Smith Godfrey*, Clerk of the Peace.

OXFORD.

THE recent Act (5 Gul. 4°, c. 49,) repeals the permission to use any other weights or measures than those of the Imperial standard, but allows such to be used as have been certified as Imperial, though not of the form prescribed by the Act; and no uniform shape is required. The Act comes into operation on the 1st of January 1835, from which day the use of the heaped measure is abolished, and likewise of all weights made of lead or pewter; and the stone-weight is fixed at 14 lbs. avoirdupois; and all articles sold by weight are to be sold by avoirdupois weight, excepting gold, silver, platina, precious stones, and drugs in retail, which may be sold by troy weight.

Together with a standard copy of weights and measures each inspector will receive a county brand and stamp; the brand being to make the indentation upon the wooden measures, and the stamp upon the metal weights and measures. And all weights and measures whatsoever used for buying and selling, or for the collecting of any tolls or duties, or for the making of any charges on the conveyance of any goods or merchandize, within the county of Oxford, must be examined and compared with one of the inspectors' copies, for the purpose of comparison by the inspector; who will stamp, in such manner as best to prevent fraud, such weights and measures when so examined and compared as aforesaid, if found to correspond with the standard copy, but not otherwise.

Persons who after the 1st of January shall make any weights or measures not authorized by the Act, or shall sell, expose to sale, or use any which have not been stamped by an inspector, will be liable to a penalty not exceeding 5*l.* Power is given to any two county magistrates to confiscate light weights, &c., and convict the possessor of them in a like penalty.

And it is to be particularly remarked, that if the inspectors should inadvertently stamp any light or unjust weights or measures, the stamp would not protect the owner from conviction.

A penalty of 50*l.* is imposed for counterfeiting the stamp, and 10*l.* for selling weights or measures so counterfeited.

One half of the penalties will go to the informer, and the other half to the county rate.

The inspectors must be upon duty at home constantly from the time they receive the copy until the first week in January at least; excepting as to Mr. Inspector A., that he will attend with his copy, at the places and on the days following:

[*Here followed the days on which the particular inspector was appointed to attend, for the convenience of the public, at certain central places in the county.*]

The inspectors will be entitled to receive of the parties the following fees:

[*Here followed a list of fees taken from the Schedule of the Act.*]

Each inspector must keep a book, and enter therein minutes of all comparisons of weights and measures made by him, and give a certificate under his hand of every stamping, if required so to do.

Clerk of the Peace's Office, 20 November 1834.

RUTLAND.

Rutland, to wit. } AT the quarter sessions holden in and for the said county, on the 16th day of October 1834, the following order was made.

It is ordered, that the inspector of weights and measures shall attend at the times and places following, from nine o'clock in the morning until five o'clock in the afternoon, to examine

examine and compare all such weights and measures as shall be produced to him with the copy of the standard weights and measures of this county, and when so examined and compared, if found to correspond with the said county weights and measures, to stamp them with the county stamp, pursuant to the above Act; viz.

At Oakham, from Monday the 10th day of November next until Saturday the 15th day of the same month, both inclusive.

At Uppingham, from Monday the 17th day of November next until Saturday the 22d day of the same month, both inclusive.

At Great Casterton, from Monday the 24th day of November next until Friday the 28th day of the same month, both inclusive; and

At Oakham, on Saturday the 29th day of November next, and every succeeding Saturday until the 27th day of December next, both inclusive.

No other instructions have been given to the inspector.

Oakham, 17 March 1835. *Wm. Ades*, Clerk of the Peace.

SURREY.

Surrey, to wit. } AT the general quarter sessions of the peace of our Sovereign Lord the King, holden at St. Mary, Newington, in and for the county of Surrey, by adjournment, on Monday the 9th day of February 1835.

Whereas the Right honourable William Lord King, Francis Wightwick, Thomas Page, Henry Lawes Long and Robert Hedger, esquires, being five of the committee appointed to consider of the best means of carrying into effect an Act passed in the last Session of Parliament relating to weights and measures, and also to consider whether any and what alterations should be made in the salaries of the persons appointed examiners of weights and measures under two several Acts passed in the 5th and 6th years of the reign of his late Majesty King George the Fourth, in consequence of their having been appointed inspectors of weights and measures under the said first-mentioned Act, and also to consider generally of the duties of the examiners of weights and measures, have now reported to this court, that it having been represented to them that some of the stamps provided for the use of the inspectors have been worn out, and that it is necessary that new stamps should be provided, they recommend that new copies be provided accordingly, and that a tradesman unconnected with the business of making weights and measures be employed to make such stamps, the person formerly employed for that purpose having been convicted of selling weights with forged or counterfeit stamps thereon: And whereas they have in their said report stated their opinion of the inadequacy and inconvenience of a county stamp for the purposes aforesaid, which appear to have been contemplated by the said first-mentioned Act, and have expressed a hope that in the ensuing Session of Parliament this Act may be so amended and altered as to provide one uniform mark or stamp for general use in every part of England, and have recommended that the representatives in Parliament for this county (being magistrates) should be requested to bestow their attention on this subject, with a view, as far as possible, of effecting an arrangement on the principle suggested above. Now upon hearing the said report read, and full consideration had thereon, it is ordered by this court that the said report be, and the same is hereby ratified and confirmed; and it is further ordered, that new copies be provided accordingly; and that the said inspectors of weights and measures do produce their stamps at the first petty session to be holden in their respective divisions, and take the opinion of the magistrates there assembled as to which of the stamps require to be renewed; and that —— Mason, of Lamb's-passage, Chiswell-street, Finsbury-square, be employed in making such new stamps as to the said magistrates shall appear necessary; lastly, it is ordered, that the representatives in Parliament for this county (being magistrates) be, and they are hereby added to the said committee, and that they be, and they are hereby requested to bestow their attention on the subject, with a view of effecting, as far as possible, an arrangement by which one uniform stamp or mark may be used throughout England.

(By the Court,)

Lawson.

Surrey, to wit. } AT the general quarter session of the peace of our Sovereign Lord the King, holden by adjournment at Kingston-upon-Thames, in and for the county of Surrey, on Saturday the 15th day of November 1834.

Whereas by an Act passed in the 4th and 5th years of His present Majesty's reign, intituled, "An Act to amend and render more effectual two Acts of the 5th and 6th years of the reign of his late Majesty King George the Fourth, relating to Weights and Measures," it was, among other things, enacted, that the magistrates of every county, in general quarter session assembled, next after the passing of this Act, should determine the number of copies of the Imperial standard weights and measures which they should deem requisite for the comparison of all weights and measures in use within such counties, and should direct that such copies, verified and stamped at the Exchequer, be provided and deposited at certain central and convenient places, under the care of an inspector or inspectors of weights and measures, to be by the said magistrates appointed and dismissed as occasion might require. And it was further enacted, that the said magistrates should procure for the use of the inspectors good and sufficient stamps for the stamping and sealing of all such weights and measures to be used within the said counties, which stamp should be taken to be the stamp of such counties respectively; and that all weights and measures used for buying and selling, or for the collecting of any tolls or duties, or for the making of any charges on the conveyance of any goods or merchandize, should be examined and compared with one of the copies of the Imperial standard weights and measures provided under the authority of the said Act, for the purpose of comparison by such inspectors, appointed as aforesaid, who should stamp, in such manner as best to prevent fraud, such weights and measures, if found to correspond with the said copies: And whereas, under and in pursuance of the above-mentioned Act of the 5th and 6th of his said late Majesty King George the Fourth, four copies of the Imperial standard weights and measures were purchased by this county, and verified and stamped at the Exchequer, and five examiners of weights and measures were appointed for the comparison of all weights and measures within this county: And whereas it appears to this court that several corporate bodies in this county are provided with copies of the Imperial standard weights and measures, duly verified at the Exchequer, which are used for the comparing and verifying of weights and measures within their respective jurisdictions: Now it is determined by this court, that the said four copies of Imperial standard weights already provided for this county, with the weights and measures provided by such corporate bodies, are sufficient for the comparison of all weights and measures in use in this county; and it is ordered, that one of the said four copies be deposited at Guildford, Croydon, Esher and in Union-street, Southwark, respectively, under the care of the inspectors hereinafter mentioned; and it is further ordered, that the several persons hereinafter mentioned, being the same persons as have been appointed examiners of weights and measures in this county under the provisions of the above-mentioned Act of the 5th and 6th of his late Majesty King George the Fourth, be appointed inspectors of weights and measures in the respective hundreds and places hereinafter mentioned; viz. John Cresswell Wade, inspector of the hundred of Brixton and borough of Southwark; John Eldridge, inspector of the hundreds of Wallington, Reigate, Tandridge and Wootton; Richard Bacon Foster, inspector of the hundreds of Blackheath, Woking, Godalming and Farnham; and John Stanford, inspector of the hundreds of Godly, Elmbridge, Copthorne, Effingham and Kingston: and it is further ordered, that each inspector do make a circuit in his district to the several places mentioned in the Schedule hereunto annexed, and to such others as the magistrates of their respective divisions may direct; and also, that each of them do give public notice in their respective districts of the days and hours at which they will respectively attend at each place for the purpose of comparing and stamping weights and measures: and it is further ordered, that four sets of stamps be provided for the use of the said inspectors, and that each set do consist of two stamps for metal weights and measures, the larger one (to be applicable to weights of one ounce and upwards) to have impressed thereon the word "Surrey" within a ring, and the smaller stamp (to be applicable to weights under one ounce) to be impressed with the letters "S^y" only; the said four sets to be distinguished by the letters A., B., C. and D., respectively, each letter to be placed within the ring immediately above the word "Surrey" and the letters "S^y" respectively: and it is further ordered, that two brand marks, to be distinguished in a similar manner to the said four sets of stamps, be likewise provided, the larger brand mark to be used for large wooden measures, and the smaller one for small wooden measures, and for yards; and also a set of numerals, and the fractions ¼, ½, ¾, for the purpose of denoting the amount of each weight, such numerals to be impressed within the circle of the larger stamps, immediately beneath the word "Surrey," and as near to the smaller stamp as is found practicable.

The Schedule within referred to.

In Brixton Hundred and Southwark:—Southwark, Clapham, Tooting, Streatham, Camberwell, Dulwich, Peckham, New Cross, Wandsworth, Putney, Barnes, Battersea, Merton and Wimbledon.

In the Hundreds of Blackheath, Godalming, Woking and Farnham:—Guildford, Godalming, Farnham, Woking, Haslemere, Chiddingfold, Bramley, Shalford, Ewhurst, Cranley, Ripley, Shiere, Bagshot, Frimley, Alfold, Puttenham, Ash, Worplesdon.

In the hundreds of Copthorne, Effingham, Kingston, Elmbridge and Godly:—Kingston, Chertsey, Egham, Epsom, Cobham, Esher, Chobham, Ewell, Leatherhead, Mickleham, Great Bookham, Ashtead, Walton-on-the-Hill, Headley, Banstead, Thames Ditton, East Moulsey, Weybridge, Walton-on-Thames, Richmond, Kew, Ham.

In the hundreds of Wallington, Wootton, Reigate and Tandridge:—Croydon, Reigate, Dorking, Godstone, Sutton, Mitcham, Carshalton, Norwood, Oxtead, Bletchingley, Warlingham, Lingfield, Charlwood, Horne, Merstham, Horley, Newdigate, Capel and Abinger.

(By the Court,)

Lawson.

WORCESTER.

Michaelmas Sessions, 1834:—Weights and Measures.

PURSUANT to the directions of an Act of Parliament made and passed in the last Session of Parliament, intituled, "An Act to amend and render more effectual two Acts of the 5th and

and 6th years of the reign of his late Majesty King George the Fourth, relating to Weights and Measures," it is resolved and determined by the court, that seven copies of the Imperial standard weights and measures, to be verified and stamped at the Exchequer, are requisite for the comparison of the weights and measures in use within this county, and that such copies when provided shall be deposited and kept at the following places; viz the Hundred House, Worcester, Stourbridge, Upton-on-Severn, Pershore, Shipston-on-Stour and Bromsgrove, under the care of the respective inspectors for the time being appointed by this court.

And it is ordered, that the following persons be, and they are hereby appointed inspectors of weights and measures in and for the several divisions of this county during the pleasure of this court; (that is to say,)

For the Hundred House Division, Thomas Tyler, of the town of Tenbury, baker.
For the Worcester Division, Richard Stockall, of Hallow.
For the Pershore Division, William Hooper, of Pershore.
For the Upton Division, George Boulter, of Hanley Castle, farmer.
For the Kidderminster, Stourbridge and Dudley Divisions, Mr. Charles Matthews, of Hagley.
For the Droitwich and Northfield Divisions, Mr. John Bell Crane, of Bromsgrove.
For the Blockley Division, Mr. Thomas Snow, of Shipston-upon-Stour.

And it is further ordered, that each of the said inspectors do forthwith enter into his own recognizance in the sum of 100*l.* for the due and punctual performance of the duties of his office, and for the safety of the copies committed to his charge, and for their due restoration immediately on his removal or other cessation from office.

Resolved also, that the magistrates of each petty sessions be requested to inform the deputy clerk of the peace what sets are wanting, and that the deputy clerk of the peace do order such new sets as shall be reported by the said magistrates to be wanted, and that each new set be of the second best kind.

Epiphany Sessions, 1835:—Weights and Measures.

ORDERED, that the weights and measures ordered for the use of this county be kept by the inspectors at their respective residences, and that so much of the order made at the last sessions as directed them to be deposited at the Hundred House at Worcester and at Stourbridge be, and the same is hereby revoked.

Ordered, that the deputy clerk of the peace do order a set of weights and measures for the Blockley Division, after an arrangement shall have been made with the magistrates of Gloucestershire as to their paying part of the expense of such set, and that the Rev. George Turberville be requested to write to the chairman of the Gloucestershire sessions thereon.

Ordered, that when the weights and measures are procured the deputy clerk of the peace do publish the names of the inspectors, together with the heads of the Act.

Pursuant to the above orders made at the quarter sessions, I gave directions to Mr. Bate, of the Poultry, to make two new sets of the second best kind, and also sent him the old set heretofore deposited in the clerk of the peace's office to repair and get verified afresh at the Exchequer; I also ordered two other sets of Messrs. Pontifex & Co. of Shoe-lane. There having been great delay in executing the orders (one of the sets not being yet received from Messrs. Pontifex), I have (with the approbation of several magistrates whom I have consulted) abstained from ordering the two other sets which are deficient of the seven ordered at the quarter sessions.

The three new sets and one old one which have been sent to me by Mr. Bate and Messrs. Pontifex & Co. I have delivered to Mr. Stockall, Mr. Crane, Mr. Matthews and Mr. Hooper, together with the stamps, forms of entries of weights and measures which have been stamped, and forms of certificates of stamping; and the inspectors I believe have proceeded to execute their duties without waiting for any further instructions from the magistrates at quarter sessions.

14 March 1835. *James Best*, Deputy Clerk of the Peace.

WORCESTER CITY.

AT the adjourned quarter sessions, holden at the guildhall in this city, on the 3d day of November 1834, John Williams was appointed inspector of weights and measures for the city of Worcester, and at the same time entered into the recognizance directed by the Act. The following instructions were then given to the inspector:

To examine and compare with one of the copies of the Imperial standard weights and measures, and stamp, in such manner as best to prevent fraud, such weights and measures when so examined and compared as should correspond with the copy, and to receive fees for examination, comparison and stamping, according to the scale contained in the schedule of the Act. To procure the necessary stamps, bearing the arms of the city of Worcester, for the purposes of the Act. To keep a book wherein he shall enter minutes of all such comparison, and to give a certificate under his hand of every such stamping or verification, if required so to do.

21 March 1835. *Charles Sidebottom*, Town Clerk and Clerk of the Peace.

YORK:—East Riding.

The set of weights and measures for the use of divisions, will be consigned to the care of who will proceed immediately to carry the Act into effect, giving due notice of the days on which he will attend at each place, as arranged in the return sent in by him to the clerk of the peace. When his survey is finished he will forward this set to He will give previous notice to the inspector of division of the day on which his survey will be finished, that may give similar notices to the townships in his division of the days on which he will attend at the different places mentioned by him in the return sent in by him to the clerk of the peace. When the examination is finished he will return the set to at

Each inspector will enter into a recognizance of 100 *l.* for the due execution of his office, and the safety of the weights and measures.

All expenses attendant upon the execution of this Act will be paid by the inspectors out of their fees.

Beverley, 14 March 1835.

Hen. Jno. Shepherd,
Deputy Clerk of the Peace.

East Riding of the County of York. } Notice is hereby given, that by an Act passed in the last Session of Parliament, to amend the laws relating to weights and measures, it is, amongst other things, enacted as follows: viz.

By section 4, That from and after the 1st day of January 1835, the use of the heaped measure shall be abolished, and that all bargains, sales and contracts thereafter made by the heaped measure shall be null and void; and thereafter no weight made of lead or of pewter shall be stamped or used.

By section 12, That from and after the 1st day of January 1835, the weight denominated a stone shall in all cases consist of 14 standard pounds avoirdupois, and that the weight denominated an hundred weight shall consist of eight such stones, and that the weight denominated a ton shall consist of 20 such hundred weights; and all contracts made by any other stone, cwt. or ton, from and after the 1st day of January 1835, shall be null and void.

By section 13, That from and after the 1st day of January 1835, all articles sold by weight shall be sold by avoirdupois weight, excepting gold, silver, platina, diamonds, or other precious stones, and drugs when sold by retail; and that such excepted articles, and none others, may be sold by troy weight.

By section 14, That all weights and measures whatsoever used for buying and selling, or for the collecting of any tolls or duties, or for the making of any charges on the conveyance of any goods or merchandize, shall be examined and compared with one of the copies of the Imperial standard weights and measures provided under the authority of the said Act, for the purpose of comparison by inspectors appointed under the Act, who shall stamp, in such manner as best to prevent fraud, such weights and measures when so examined and compared as aforesaid, if found to correspond with the said copy, the fees for which examination, comparison and stamping shall be according to the scale contained in the Schedule to the said Act annexed; and all persons who, after the 1st of January 1835, in England and Wales, shall make any weights and measures other than those authorized by the said Act, or shall sell, expose to sale, or use any weights or measures which have not been so stamped as aforesaid, or which shall be found light or otherwise unjust, shall on conviction forfeit a sum not exceeding 5 *l.*; and that any contract, bargain or sale made by any such weights or measures shall be wholly null and void, and that all such light or unjust weights and measures so used shall be seized, forfeited and condemned.

By section 16, That every such inspector shall, on receiving due notice, attend to examine, compare and stamp, if so required, and found correct, such weights and measures as shall be produced to him; and he shall keep a book, wherein he shall enter minutes of all such comparisons, and give a certificate under his hand of every such stamping or verification, if required so to do.

And by section 18, A penalty of not exceeding 50 *l.* nor less than 10 *l.* is imposed on any person forging or counterfeiting, or causing to be forged, or knowingly assisting in forging any stamp or mark used for denoting that any weight or measure has been compared and adjusted, and a penalty not exceeding 10 *l.* nor less than 40 *s.* for knowingly selling or exposing to sale any weight or measure with such forged mark or stamp, and all such weights and measures are to be seized and condemned.

The following is the Schedule of FEES to Inspectors allowed by the said Act:

For examining, comparing and stamping all Brass Weights.

	s.	d.
Each half-hundred weight	1	6
For each quarter of a cwt.	–	9
For each stone	–	6
For each weight under a stone	–	1½

All Iron Weights, or Weights not made of Brass.

	s.	d.
Each half-hundred weight	–	6
Each quarter of a hundred weight	–	3
For each stone, and all weights under a stone	–	2

All Wooden Measures.

	s.	d.
Each bushel	–	6
Each half-bushel	–	3
Each peck, and all under	–	2
Each yard	–	6

All Measures of Capacity of Liquids, made of Copper or other Metal.

	s.	d.
Each five-gallon	1	8
Each four-gallon	1	4
Each three-gallon	1	–
Each two-gallon	–	8
Each gallon	–	4
Each half-gallon	–	2
Each quart	–	1
Each pint, and under	–	½

(By Order,)

Clerk of the Peace's Office,
Beverley, 2 Dec. 1834.

Hen. Jno. Shepherd,
Deputy Clerk of the Peace.

East Riding of the County of York. } TO the Constable of in the Division of in the said Riding.

Having been duly appointed an inspector under the Act of Parliament lately passed for amending the laws relative to weights and measures, I do hereby require you forthwith to give notice to the several shopkeepers, and other persons within your township who sell any goods, wares or merchandizes by weight or measure, that they must attend me at on the day of December instant, at o'clock in the forenoon, and then and there produce all and every the weights and measures in their possession, for the purpose of having the same examined and compared with a copy of the Imperial standard weights and measures.

And you are also required to deliver to such shopkeepers and others, and affix on the church-door, and some other conspicuous place in your township, one of the printed notices sent herewith, containing the substance of the said Act, and the table of fees payable to the inspectors.

Herein fail not, as you will answer the contrary.

Given under my hand, this day of December 1834.

—— ——, Chief Constable.

YORK:—NORTH RIDING.

AT the general quarter sessions of the peace of the Lord the King, holden for the North Riding of the county of York, at Northallerton, in the said Riding, on Monday the 5th day of January, in the fourth year of the reign of our Sovereign Lord William the Fourth, by the grace of God of the United Kingdom of Great Britain and Ireland King, Defender of the Faith, before John Headlam, clerk, (chairman), the Right hon. Lord Feversham, and others, their companions, Justices of the Peace for the said Riding, then and there assembled,

Ordered, that the present examiners of weights and measures within the North Riding shall be inspectors of weights and measures, under the Act of Parliament of the 4th & 5th Will. 4, c. 49, within their respective districts, and shall enter into recognizance for the due performance of their office, before they enter upon the duties of the same. And it was also further ordered, that the inspectors of weights and measures do, upon receipt of the weights, measures and stamps forwarded to them from the Exchequer, give notice within their respective districts, of the times and places at which they will respectively attend for the purpose of examining weights and measures, and stamping the same.

(By the Court,)

Lupton Topham, Clerk of the Peace.

YORK, CITY.

York City, and County of the same City, to wit. } AT the general quarter sessions of the peace of our Sovereign Lord the King, held by adjournment at the guildhall of the said city, in and for the said city and county of the same city, on Tuesday the 11th day of November, in the fifth year of the reign of our Sovereign Lord William the Fourth, by the grace of God of the United Kingdom of Great Britain and Ireland King, Defender of the Faith, before Charles Heneage Elsley, esquire, recorder of the

the same city, Eustachius Strickland, esquire, of council with the said city, William Hotham, George Peacock, Thomas Smith, William Dunslay, William Hutchinson Hearon, William Oldfield, James Barber, Thomas Wood Wilson, esquires, aldermen of the said city, and others their fellows, aldermen of the said city, Justices assigned to keep the peace of our said Lord the King in and for the said city and county of the same city, and also to hear and determine divers felonies, trespasses and other misdemeanors, committed within the said city and county of the same.

It is ordered and determined by this court, in pursuance of an Act of Parliament made and passed in the last Session of Parliament, intituled, "An Act to amend and render more effectual two Acts of the fifth and sixth years of the reign of his late Majesty King George the Fourth relating to Weights and Measures," that only one set of copies of the Imperial standard weights and measures is requisite for the comparison of all weights and measures in use within the said city and county of the same city, and that such copy shall be deposited at the guildhall of the said city, as the most central and convenient place for the same.

And in further pursuance of the said Act of Parliament, it is ordered by this court, that Thomas Calvert, of the said city, confectioner, shall be and he is hereby appointed sole inspector of weights and measures within the said city and county of the same city.

Recognizance taken in Court.

Thomas Calvert, of the said city, confectioner, in 100 *l.*, for the due and punctual performance of the duties of his said office of inspector, and for the safety of the copies of the Imperial standard weights and measures committed to his charge, and for their due restoration immediately on his removal or other cessation from office.

And it is further ordered, that the set of copies of the Imperial standard weights and measures now in the custody of the clerk of the peace of the said city and county of the same city, which have been verified and stamped at the Exchequer and are in a perfect state, shall be placed under the care of the inspector appointed by this court, and shall be used for the comparison of all weights and measures within the said city and county of the same city.

And it is further ordered, that for the use of the said inspector a proper number of good and sufficient stamps shall be procured, for the stamping or sealing of all weights and measures used, or to be used in the said city and county of the same city.

And it is further ordered, that notice of the appointment of the said inspector shall be published by handbills, and by advertisement in the York newspapers, and that the clerk of the peace be directed to insert in such notice a statement of such of the provisions of the said Act as it is desirable that the public should be acquainted with.

And it is further ordered, that two sets of measures, to be verified by the Imperial standard in the custody of the said inpector, shall be procured for the use of the examiners of weights and measures in the upper and lower divisions of the wapentake of the Ainsty, in the county of the said city.

Robert Davies, Clerk of the Peace.

YORK:—Hull.

NO written instructions were given by the magistrates of this jurisdiction to the inspectors of weights and measures appointed under the provisions of the Act of last Session. The inspectors procured for themselves copies of the Act, and whenever they have found any doubt or difficulty in executing its provisions, they have from time to time applied to the magistrates, who have verbally given them their construction of the Act, but nothing of this kind has been taken down in writing. Previously to the Act coming into operation (by order of the magistrates) I published, by handbills and the newspapers circulated within the town and county, a short abstract of the Act, containing its principal provisions, for the information of the public generally, and, judging from the work the inspectors have had, it would appear its requirements have been complied with.

14 March 1835. *George Codd,* Town Clerk.

YORK:—Ripon.

Weights and Measures.

Liberty of Ripon, in the County of York. } The inhabitants of the liberty of Ripon are hereby informed, that in pursuance of an Act of Parliament, 4 & 5 Will. 4, c. 49, all persons who, after the 1st day of January 1835, in England and Wales, shall use any weights or measures which have not been stamped by the inspector of weights and measures duly appointed for that purpose, or which shall be found light or otherwise unjust, shall, on conviction, forfeit a sum not exceeding 5 *l.*

And the said inhabitants are further informed, that the Justices of the Peace for the said liberty of Ripon have appointed Mr. Thomas Stubbs, the keeper of the house of correction for the said liberty, to be the inspector of weights and measures within the said liberty; and that the said Thomas Stubbs is ready to examine, adjust and stamp all legal weights and measures to be used in the said liberty, when presented to him for that purpose, at the house of correction in Ripon aforesaid.

The following is the schedule of fees authorized by the said Act to be taken by the inspector of weights and measures:

For Examining, Comparing and Stamping,

All Brass Weights.	s.	d.
For each half-hundred weight	1	6
For each quarter of a hundred weight	–	9
For each stone	–	6
For each weight under a stone	–	1½
All Iron Weights, or Weights of other descriptions not made of Brass.		
Each half-hundred weight	–	6
Each quarter of a hundred weight	–	3
Each stone, and all weights under a stone	–	2

All Wooden Measures.	s.	d.
Each bushel	–	6
Each half-bushel	–	3
Each peck, and all under	–	2
Each yard	–	6
All Measures of capacity of Liquid, made of Copper or other Metal.		
Each five-gallon	1	8
Each four-gallon	1	4
Each three-gallon	1	–
Each two-gallon	–	8
Each gallon	–	4
Each half-gallon	–	2
Each quart	–	1
Each pint, and under	–	½

By order of the Magistrates,

John Coates, jun. Clerk of the Peace.

WALES.

ANGLESEY.

Whereas the Act 4 & 5 Will. 4, c. 49, s. 14, requires that all weights and measures whatsoever used for buying and selling shall be compared with one of the copies of the Imperial standard weights and measures;

Notice is hereby given, that Mr. John Forsyth, the inspector of weights and measures for the county of Anglesey, is ready to compare any weights and measures that may be brought to him for that purpose with the standard weights and measures in his possession, and he is provided, by order of the Justices, with proper stamps to mark such weights and measures as he shall find correct; for doing which he will charge the under-mentioned fees, as directed by the Act.

The Act directs that all persons who, after the 1st day of January 1835, shall use, any weights and measures which have not been stamped, or which shall be found light or otherwise unjust, shall, on conviction, forfeit a sum not exceeding 5 *l.*; and any contracts, bargain or sale made by any such weights or measures shall be wholly null and void; and all such light or unjust weights and measures so used shall be seized, forfeited and condemned. And it also enacts, that from the 1st day of January 1835 the use of the heaped measure shall be abolished, and that all bargains, sales and contracts made therein shall be void; and also that no weight made of lead or pewter shall be stamped or used.

Fees payable to the Inspector for Examining, Comparing and Stamping Weights.

	s.	d.		s.	d.
For each half-hundred weight of brass,	1	6	of iron,	–	6
For each quarter hundred weight	–	9		–	3
For each stone of 14 lbs.	–	6		–	2
For each weight under a stone	–	1½			

For Examining, Comparing and Stamping all Wooden Measures.

	s.	d.		s.	d.
Bushel	–	6	Peck, and all under	–	2
Half-bushel	–	3	Yard	–	6

Measures of Copper or other Metal.

	s.	d.		s.	d.
Five-gallon	1	8	One-gallon	–	4
Four-gallon	1	4	Half-gallon	–	2
Three-gallon	1	–	Quart	–	1
Two-gallon	–	8	Pint, and under	–	½

The inspector will attend at the following places for the purpose of comparing and stamping all weights and measures brought to him for that purpose:

At Llanerchymedd, 11th December.
Llangefni, 15th & 16th December.
Gaerwen, 17th December.
Bangor Ferry, 18th December.
Brynshenkin, 19th December.
Aberffraw, 20th December.
Gwalchmai, 22d December.
Boededrn, 23d December.
At Valley, 24th December.
Holyhead, 25th & 26th December.
Llanfeuthlu, 27th December.
Llanddrissaint, 29th December.
Cemmaes, 30th December.
Amlwch, 31st Dec. and 1st & 2d Jan. 1835.
Pensarn, 3d January,
Red Wharf & Beaumaris, 5th January.

W. P. Poole, Clerk of the Peace.

BRECON.

There were no other instructions given by the magistrates at quarter sessions for this county to the inspector of weights and measures appointed under the provisions of the Act of last Session than a strict caution to observe the provisions of such Act, which the magistrates conceived contained every instruction necessary.

2 April 1835. *John Powell*, Clerk of the Peace.

CARMARTHEN.

The accompanying paper contains the only instructions given by the magistrates of the county of Carmarthen, at quarter sessions, to the inspectors of weights and measures; printed copies of this paper were given them, and circulated in the county for the information of the farmers and tradesmen.

Llandovery, 11 April 1835. *Edward Jones*, Clerk of the Peace.

Notice to Farmers and Tradesmen.

County of Carmarthen. } BY an Act of the last Session of Parliament, (4 & 5 Will. 4, c. 49,) it is enacted, that all weights and measures which have been verified and stamped as corresponding in weight and capacity with the standard weights and measures fixed by the 5 Geo. 4, c. 74, shall be deemed and taken to be legal weights and measures, although not similar in shape to those required under the provisions of such Act and the subsequent Act of the 6 Geo. 4, c. 12.

By the 4th section of the said Act of the 4 & 5 Will. 4, c. 49, it is also enacted, that the use of the 'heaped measure' shall be abolished; and that all bargains, sales and contracts made by that measure after the 1st day of January 1835 shall be null and void.

By the 5th section of the said last-mentioned Act, it is enacted, that from the 1st day of January 1835 the stone weight shall in all cases consist of 14 standard pounds avoirdupois, and that a hundred weight shall consist of eight such stones, and that the ton weight shall consist of 20 such hundred weights; and all contracts made by any other stone, hundred weight or ton, from and after the said 1st day of January 1835, shall be null and void.

That the persons under named have been appointed inspectors in the different districts of the county, to compare, verify and stamp the weights and measures of the several farmers and tradesmen in such districts with the standard weights and measures already provided by the county; and by the 14th section of the said last-mentioned Act it is enacted, that the said inspectors shall compare, verify and stamp such weights and measures with the county stamp, provided by the county for that purpose, according to the said Act, and none other shall be considered legal stamps; and that the fees for such examination, comparing and stamping shall be according to the scale mentioned in the schedule, also under-written; and all persons who, after the 1st day of January 1835, shall make any weights and measures other than those authorised by such Act, or shall sell, expose to sale, or use any weights or measures which have not been so stamped, or which shall be found light, or otherwise unjust, shall, on conviction, forfeit a sum not exceeding 5*l.*; and that any contract, bargain or sale made by any such weights or measures shall be wholly null and void; and all such light or unjust weights and measures so used shall be seized, forfeited and condemned.

By the 18th section of the said last-mentioned Act it is enacted, that if any person or persons shall make, forge or counterfeit, or cause or procure to be made, forged or counterfeited, or knowingly act or assist in the making, forging and counterfeiting, any stamp or mark now used, or which may hereafter from time to time be used for the stamping or marking of any weights or measures, to denote that any such weight or measure has been compared, adjusted and approved to be of the due weight or measure required by law, shall for every such offence forfeit a sum not exceeding 50*l.* nor less than 10*l.*; and if any person shall knowingly sell, utter, dispose of, or expose to sale any weight or measure with such forged or counterfeit stamp or mark thereon, every person so offending shall for every such offence forfeit and pay a sum not exceeding 10*l.* nor less than 40*s.*, to be recovered in a summary way, as thereinafter provided; and that all weights and measures with such forged or counterfeited marks shall be seized, forfeited and condemned.

Inspectors appointed at October Quarter Sessions, 1834.

Hundred of Derllys, Mr. John Jones, of Llanboidy.

For the Three Commotts, Mr. Thomas Lewis, of Llangendeirne.

Upper Perfeth and Cayo, Mr. William Garner, of Llandovery.

Hundred of Elvet, Mr. Thomas Thomas, of Carmarthen.

Lower Perfeth and Cathinog, Mr. William Evans, of Llandilo.

The Schedule of Fees to be taken by the said Inspectors.

For examining, comparing and stamping all Brass Weights within their respective Districts.

	s.	*d.*
For each half hundred weight	1	6
For each quarter of a hundred weight	–	9
For each stone	–	6
For each weight under a stone	–	1½

For examining, comparing and stamping all Iron Weights, or Weights of other descriptions not made of Brass, within their respective Districts.

	s.	*d.*
Each half hundred weight	–	6
Each quarter of a hundred weight	–	3
For each stone, and all weights under a stone	–	2

For examining, comparing and stamping all Wooden Measures within their respective Districts.

	s.	*d.*
Each bushel	–	6
Each half bushel	–	3
Each peck, and all under	–	2
Each yard	–	6

For examining, comparing and stamping all Measures of capacity of Liquids, made of Copper or other Metal, within their respective Districts.

	s.	*d.*
Each five-gallon	1	8
Each four-gallon	1	4
Each three-gallon	1	–
Each two-gallon	–	8
Each gallon	–	4
Each half-gallon	–	2
Each quart	–	1
Each pint, and under	–	½

By Order of the Court of Quarter Sessions,

Jones, Clerk of the Peace.

CARMARTHEN BOROUGH.

A PRINTED paper, of which the following is a copy, are all and the only instructions given by the magistrates at quarter sessions for the county of this borough to the inspector of weights and measures, appointed under the provisions of the late Act.

16 March 1835. *W. Jones,* Clerk of the Peace.

COUNTY OF THE BOROUGH OF CARMARTHEN.

Notice to Farmers and Tradesmen.

BY an Act of the last Session of Parliament (4 & 5 Will. 4, c. 49), it is enacted, that all weights and measures which have been verified and stamped as corresponding in weight and capacity with the standard weights and measures fixed by the 5 Geo. 4, c. 74, shall be deemed and taken to be legal weights and measures, although not similar in shape to those required under the provisions of such Act, and the subsequent Act of the 6 Geo. 4, c. 12.

By the 4th section of the said Act of the 4 & 5 Will. 4, c. 49, it is also enacted, that the use of the " heaped measure" shall be abolished; and that all bargains, sales and contracts made by that measure after the 1st day of January 1835 shall be null and void.

By the 5th section of the said last-mentioned Act, it is enacted, that from the 1st day of January 1835, the stone weight shall, in all cases, consist of 14 standard pounds avoirdupois, and that a hundred weight shall consist of eight such stones, and that the ton weight shall consist of 20 such hundred weights; and all contracts made by any other stone, hundred weight or ton, from and after the said 1st day of January 1835, shall be null and void.

That the person under-named has been appointed inspector in the different districts of the county of the borough, to compare, verify and stamp the weights and measures of the several farmers and tradesmen in such districts with the standard weights and measures already provided by the county; and by the 14th section of the said last-mentioned Act it is enacted, that the said inspectors shall compare, verify and stamp such weights and measures with the county stamp, provided by the county for that purpose, according to the said Act, and none other shall be considered legal stamps; and that the fees for such examination, comparing and stamping shall be according to the scale mentioned in the schedule, also under-written; and all persons who after the 1st day of January 1835 shall make any weights and measures other than those authorized by such Act, or shall sell, expose to sale, or use any weights or measures which have not been so stamped, or which shall be found light,

light, or otherwise unjust, shall, on conviction, forfeit a sum not exceeding 5 *l.*; and that any contract, bargain or sale made by any such weights or measures shall be wholly null and void; and all such light or unjust weights and measures so used shall be seized, forfeited and condemned.

By the 18th section of the said last-mentioned Act it is enacted, that if any person or persons shall make, forge or counterfeit, or cause or procure to be made, forged or counterfeited, or knowingly act or assist in the making, forging and counterfeiting, any stamp or mark now used, or which may hereafter from time to time be used for the stamping or marking of any weights or measures, to denote that any such weight or measure has been compared, adjusted and approved to be of the due weight or measure required by law, shall for every such offence forfeit a sum not exceeding 50 *l.* nor less than 10 *l.*; and if any person shall knowingly sell, utter, dispose of, or expose to sale any weight or measure with such forged or counterfeit stamp or mark thereon, every person so offending shall for every such offence forfeit and pay a sum not exceeding 10 *l.* nor less than 40 *s.*, to be recovered in a summary way as thereinafter provided; and that all weights and measures with such forged or counterfeited marks shall be seized, forfeited and condemned.

Inspector appointed at October Quarter Sessions, 1834.

For the county of the Borough of Carmarthen, Mr. Theophilus Howell, of Carmarthen.

The Schedule of Fees to be taken by the said Inspector.

For examining, comparing and stamping all Brass Weights within his District.

	s.	*d.*
For each half-hundred weight	1	6
For each quarter of a hundred weight	–	9
For each stone	–	6
For each weight under a stone	–	1½

For examining, comparing and stamping all Iron Weights, or Weights of other Descriptions not made of Brass, within his District.

Each half-hundred weight	–	6
Each quarter of a hundred weight	–	3
For each stone, and all Weights under a stone	–	2

For examining, comparing and stamping all Wooden Measures within his District.

	s.	*d.*
Each bushel	–	6
Each half-bushel	–	3
Each peck, and all under	–	2
Each yard	–	6

For examining, comparing and stamping all Measures of capacity of Liquids, made of Copper or other Metal, within his District.

Each five-gallon	1	8
Each four-gallon	1	4
Each three-gallon	1	–
Each two-gallon	–	8
Each gallon	–	4
Each half-gallon	–	2
Each quart	–	1
Each pint, and under	–	½

By Order of the Court of Quarter Sessions,

Jones, Clerk of the Peace.

DENBIGH.

IN consequence of the former inspector of weights and measures having been appointed inspector for this county, under the provisions of the recent Statute, it was deemed unnecessary to give him any instructions beyond such as are contained in a copy of the Act.

Ruthin, 10 April 1835. *Joseph Peers*, jun., Clerk of the Peace.

FLINT.

THE instructions to each inspector were, to attend throughout the county, according to the divisions assigned to them, and compare, stamp and verify all weights and measures with a copy of the Imperial standard weights and measures, obtained by the magistrates for the use of the said county, and each inspector was supplied with a copy of the schedule of fees to be taken, as appended to the Act.

Printed notices were also distributed throughout each division, announcing the days and places on and at which the inspectors would attend, with a caution against using any other weights and measures than those authorized by the Act, after the 1st of January 1835.

Mold, 24 March 1835. *H. Roberts*, Clerk of the Peace.

GLAMORGAN.

Epiphany Quarter Sessions, January 1835.

IT was ordered, that the inspectors of weights and measures appointed by the county of Glamorgan at Cardiff, Merthyr and Swansea do attend at the following market towns in their respective districts at the hour of 10 in the morning on the following days in the first week of each month for the next three months.

Cardiff District:—Bridgend, Monday; Cowbridge, Tuesday; Caerphilly, Thursday; Lantrissent, Friday.

Merthyr District:—Newbridge, Wednesday; Aberdare, Friday.

Swansea District:—Neath, Wednesday; Aberavon, Thursday.

And that they afterwards attend once in each quarter of a year.

14 March 1835. *Thomas Dalton*, Deputy Clerk of the Peace.

WEIGHTS AND MEASURES.

COPIES of all INSTRUCTIONS given by MAGISTRATES at QUARTER SESSIONS for the several Counties of *England* and *Wales* to INSPECTORS OF WEIGHTS AND MEASURES, appointed under the Provisions of the Act of last Session.

(Lord Viscount Ebrington.)

Ordered, by The House of Commons, *to be Printed*,
16 *April* 1835.

172.

WEIGHTS AND MEASURES.

RETURN to an Order of the Honourable The House of Commons,
dated 6 March 1835;—*for*,

AN ACCOUNT of the Number of CERTIFICATES given; the Quantity of WEIGHTS and MEASURES stamped; the SUMS received; and the Number of false Weights and Measures rejected; by each of the INSPECTORS for the County of *Middlesex*, up to the 1st March 1835.

NAMES of INSPECTORS.	No. of CERTIFICATES given.	QUANTITY STAMPED.		SUMS RECEIVED.			NUMBERS REJECTED.	
		Weights.	Measures.	£.	*s.*	*d.*	False Weights.	False Measures.
Mr. Richard George Baker	14	50,055	35,502	Received 562	14	-½	* 873	* 1,441
			Due, but not yet received	325	9	11		
Mr. Thomas Mitchelson -	2,165	22,155	31,583	334	8	8½	1,655	1,719
Mr. Joseph Strother -	53	43,490	94,844	815	13	8	4,139	4,701
Mr. Charles Murray - -	693	4,217	6,420	72	13	3	217	67
Mr. Charles Stock - -	5,285	31,427	51,857	523	10	11	7,389	6,077
Mr. John Jago - -	70	26,321	50,075	438	3	7½	2,684	3,457
Mr. Thomas Reynolds -	2,888	16,159	49,170	337	6	9	4,576	2,363
Mr. James Child - -	2,049	12,650	23,162	216	1	3½	1,517	490
Mr. Henry Panton Reeves	1,896	12,531	18,264	200	3	5	1,441	421
Mr. John Ross - -	1,272	8,098	17,020	147	18	4	1,810	260
TOTALS - - -	16,385	227,103	377,897	3,974	3	11	26,301	20,996

* *N. B.*—Mr. Baker informs me, "That these numbers are thus low, because adjustment previous to inspection was always advised and mostly adopted, and many were adjusted in his Office and passed, and therefore not classed as rejected; so that, generally speaking, only those were rejected which could not be made good without being withdrawn."

Chas P. Allen,
Deputy Clerk of the Peace.

20 March 1835.

WEIGHTS AND MEASURES.

AN ACCOUNT of the Number of CERTIFICATES given; Quantity of WEIGHTS and MEASURES stamped; SUMS received; and Number rejected by each of the INSPECTORS for *Middlesex*, up to 1st March 1835.

(*Lord Viscount Ebrington.*)

Ordered, by The House of Commons, *to be Printed,*
23 *March* 1835.

73.

WINE IMPORTED.

RETURN to an Order of the Honourable The House of Commons, dated 12 June 1835;—*for*,

AN ACCOUNT of all WINES which have been Imported in Ships belonging to HIS MAJESTY'S NAVY into *Portsmouth*, *Falmouth*, *Plymouth* and *Rochester*, from 1 January 1831 to 1 January 1835.

PORTS.	YEARS.	QUANTITY AND DESCRIPTION OF WINES.							TOTAL.
		Sicilian.	Portugal.	Spanish.	French.	Madeira.	Cape.	Not enumerated.	
		Gallons.	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*
PORTSMOUTH - - -	1831	7,646	1,456	542	545	1,736	384	353	12,662
	1832	3,135	2,619	461	323	921	1,810	451	9,720
	1833	2,864	2,643	456	400	709	392	288	7,752
	1834	2,268	2,773	367	425	601	572	27	7,033
FALMOUTH - - -	1831	190	1,265	152	105	415	- - -	445	2,572
	1832	263	808	356	11	539	- - -	161	2,138
	1833	1,028	792	650	24	403	- - -	349	3,246
	1834	1,048	949	407	65	329	- - -	350	3,148
PLYMOUTH - - -	1831	1,656	468	166	104	201	- - -	161	2,756
	1832	922	1,752	465	120	306	7	50	3,622
	1833	355	2,361	68	25	168	- - -	51	3,028
	1834	804	1,465	439	56	170	522	10	3,466
ROCHESTER - - -	1831	655	23	537	31	28	- - -	- - -	1,274
	1832	414	90	77	103	70	89	- - -	843
	1833	352	168 *11	212 *8	25 *153	64	14	- - -	1,007
	1834	1,514	834	330	38	228	134	- - -	3,078

Custom House, London,
1 July 1835.

* Imported in Transports.

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WINE IMPORTED.

AN ACCOUNT of all WINES which have been Imported in Ships belonging to HIS MAJESTY'S NAVY into *Portsmouth*, *Falmouth*, *Plymouth* and *Rochester*, from 1 January 1831 to 1 January 1835.

(*Mr. Wakley.*)

Ordered, *by* The House of Commons, *to be Printed*,
6 *July* 1835.

358.

WOOL IMPORTED AND EXPORTED.

RETURN to an Order of The Honourable House of Commons,
dated 6 March 1835;—*for*,

—1.—

AN ACCOUNT of the Quantity of SHEEP and LAMBS' WOOL IMPORTED into the United Kingdom, in the Year 1834; specifying the Countries from which it came, the Quantity that paid a Duty of One Penny per Pound, and the Quantity that paid a Duty of One Halfpenny per Pound; of the Quantity of FOREIGN WOOL RE-EXPORTED during the same Period, and the Countries to which it was sent; and of the Quantity remaining Warehoused under Bond on 5th January last.

—2.—

AN ACCOUNT of the Quantities of BRITISH SHEEP and LAMBS' WOOL and WOOLLEN YARN EXPORTED from the United Kingdom in the Year 1834; specifying the Countries to which they were sent.

—3.—

AN ACCOUNT of BRITISH WOOLLEN MANUFACTURES EXPORTED from the United Kingdom, in the Year 1834.

Ordered, by The House of Commons, *to be Printed,*
14 *May* 1835.

—1.—

AN ACCOUNT of the Quantity of SHEEP and LAMBS' WOOL IMPORTED into the United Kingdom, in the Year 1834; specifying the Countries from which it came, the Quantity that paid a Duty of One Penny per Pound, and the Quantity that paid a Duty of One Halfpenny per Pound; of the Quantity of FOREIGN WOOL RE-EXPORTED during the same Period, and the Countries to which it was sent; and the Quantity remaining Warehoused under Bond on 5th January last.

QUANTITY of Sheep and Lambs' Wool Imported into the United Kingdom, from—	YEAR 1834. Lbs.
Russia	3,107,951
Sweden	21,654
Denmark	526,607
Prussia	307,517
Germany	22,634,615
Holland	186,452
Belgium	390,288
France	1,620,303
Portugal	1,235,821
Spain	2,343,915
Gibraltar	751,842
Italy	2,550,819
Malta	142,777
Turkey	1,474,522
Morocco and Barbary	1,977,816
The Cape of Good Hope	141,707
Ascension Island	390
The East India Company's Territories	67,763
New South Wales	2,225,823
Van Diemen's Land	1,331,715
Swan River Settlement	553
The British North American Colonies	231
The British West Indies	2,118
The United States of America	2,048,309
Columbia	1,240
Brazil	28,369
The States of the Rio de la Plata	1,099,052
Chili	62,796
Peru	172,267
FOREIGN WOOL	46,455,232
PRODUCE OF THE ISLE OF MAN	35,488
TOTAL QUANTITY IMPORTED	46,490,720

QUANTITY of Foreign Sheep and Lambs' Wool retained for Home Consumption,—	YEAR 1834. Lbs.
Charged with Duty at 1*d.* per lb.	25,741,122
Ditto at ½*d.* per lb.	11,178,055
Ditto at 6*d.* per lb. being Red Wool	6,593
Duty free, being the Produce of British Possessions	3,914,501
TOTAL QUANTITY RETAINED FOR HOME CONSUMPTION	40,840,271
QUANTITY of Foreign Sheep and Lambs' Wool Re-exported to,—	
Russia	5,600
Sweden	5,091
Germany	2,387
Holland	22,886
Belgium	102,423
France	241,935
Italy	23,847
United States of America	395,661
Isle of Man	7,532
TOTAL QUANTITY RE-EXPORTED	807,362
QUANTITY of Foreign Sheep and Lambs' Wool remaining Warehoused under Bond on 5th January 1835	6,494,266

—2.—

AN ACCOUNT of the Quantities of BRITISH SHEEP and LAMBS' WOOL and WOOLLEN YARN Exported from the United Kingdom in the Year 1834; specifying the Countries to which they were sent.

COUNTRIES TO WHICH EXPORTED.	YEAR 1834.	
	SHEEP and LAMBS' WOOL.	Woollen and Worsted YARN, (including Yarn of Wool or Worsted mixed with other Materials.)
	Lbs.	Lbs.
Russia	- -	79,343
Norway	- -	180
Prussia	- -	140
Germany	1,436	1,017,387
Holland	74,217	358,829
Belgium	1,289,720	56,897
France	909,136	9,485
Portugal, Azores and Madeira	- -	1,926
Spain and the Canaries	- -	664
Gibraltar	- -	56
Italy	- -	29,161
Ionian Islands	- -	224
East Indies and China	- -	6,634
Western Coast of Africa	- -	1,312
British Colonies in North America	144	4,618
British West Indies	112	—
Foreign West Indies	- -	300
United States of America	62	262,488
Mexico	- -	50
Brazil	- -	90
States of the Rio de la Plata	- -	6
Isles of Guernsey, Jersey, Alderney and Man	3,894	32,024
TOTAL	2,278,721	1,861,814

AN ACCOUNT of British Woollen Manufactures exported from the United Kingdom, in the Year 1834.

COUNTRIES TO WHICH EXPORTED.	Cloths of all Sorts.	Napped Coatings, Duffels, &c.	Kersey-meres.	Baizes of all Sorts.	Stuffs, Woollen or Worsted.	Flannel.	Blankets and Blanketing.	Carpets and Carpeting.	Woollens mixed with Cotton.	Hosiery; viz. Stockings, Woollen or Worsted.		Sundries; consisting of Hosiery, not otherwise described, Rugs, Coverlids, Tapes and Small Wares.			DECLARED VALUE of British Woollen Manufactures Exported from the United Kingdom.		
	Pieces.	*Pieces.*	*Pieces.*	*Pieces.*	*Pieces.*	*Yards.*	*Yards.*	*Yards.*	*Yards.*	*Dozen*	*Pair.*	£.	s.	d.	£.	s.	d.
Russia	4,187	- -	571	30	26,498	12,562	11,212	9,929	4,800	359	–	274	–	–	105,403	–	–
Sweden	43	- -	60	- -	7,109	544	620	1,230	180	142	–	30	–	–	10,284	19	6
Norway	445	216	43	40	3,466	4,044	615	322	8,930	1,130	6	126	3	–	13,554	4	–
Denmark	39	22	10	- -	674	2,288	900	1,666	1,613	289	–	98	9	10	2,434	17	4
Prussia	6	- -	1	- -	36	470	911	129	- -	3	–	10	–	–	305	15	–
Germany	12,182	5,511	8,709	253	382,158	347,646	7,040	41,540	185,865	5,470	–	6,396	5	–	565,950	15	–
Holland	1,769	8,807	688	11,895	68,355	278,065	3,325	50,592	45,125	17,918	9	2,252	10	–	258,935	7	6
Belgium	1,035	6,243	974	1,291	50,514	132,836	8,000	12,704	140,522	6,865	6	1,680	6	–	129,972	10	–
France	342	160	100	- -	22,173	31,004	1,450	6,802	55,145	383	–	192	–	–	47,252	15	–
Portugal, Azores and Madeira	28,610	246	783	8,713	34,671	21,026	33,391	9,142	84,302	984	–	1,809	2	6	270,750	7	6
Spain and the Canaries	1,023	14	694	486	22,410	4,912	3,840	1,360	57,830	81	–	153	10	–	67,526	14	–
Gibraltar	2,098	78	275	112	1,357	5,300	3,010	3,471	46,752	306	8	1,045	–	–	24,173	3	–
Italy	11,895	- -	930	52	107,515	41,189	4,092	40,036	220,749	2,365	–	1,185	15	–	252,243	5	–
Malta	1,685	- -	284	- -	2,411	1,574	1,080	900	16,320	429	–	260	–	–	13,509	–	–
Ionian Islands	129	128	38	4	411	2,450	320	650	615	224	–	65	–	–	3,707	10	–
Turkey and Continental Greece	1,618	255	78	5	6,808	19,069	2,176	11,943	2,606	108	–	402	10	–	29,339	5	–
Morea and Greek Islands	13	10	4	- -	750	1,100	- -	8	- -	-	-	2	–	–	1,722	–	–
East Indies and China	116,390	5	1,473	77	77,988	181,963	66,660	9,495	39,590	823	6	982	5	7	885,163	8	2
New Holland	4,787	5	326	94	5,303	68,322	149,238	7,149	14,900	3,363	6	3,326	8	–	66,262	17	1
Cape of Good Hope	3,781	700	463	809	5,796	43,089	28,336	2,964	5,849	1,471	–	780	5	–	39,428	19	7
Other Parts of Africa	544	1	75	57	3,355	8,489	9,910	2,632	640	461	–	1,212	17	6	15,345	3	11
British Colonies in North America	33,501¼	178	566	631	30,854	348,151	241,140	71,622	28,674	17,880	10	12,656	–	4	268,354	8	10
——— West Indies	10,140	202	224	5,739	10,195	50,433	163,548	938	13,064	1,747	–	8,116	18	6	102,307	13	7
Foreign West Indies	12,557	- -	39	659	12,413	7,894	212,058	8,683	27,425	249	–	6,303	–	–	99,551	8	–
United States of America	200,004	25	3,537	39	342,323	112,051	1,429,449	246,298	450,336	102,199	4	15,903	8	–	1,726,934	1	6
Brazil	23,862	- -	620	10,706	34,756	8,490	119,344	2,879	99,949	1,083	–	4,041	–	–	268,300	–	–
Mexico and the States of South America	46,000	2	2,319	1,395	35,331	30,774	24,900	46,491	171,188	6,420	–	4,003	5	–	427,803	10	–
Isles, Guernsey, Jersey, Alderney and Man	2,529	60	7	251	3,145	55,659	11,207	15,337	100	306	8	2,533	9	–	40,353	12	6
Total	521,214¼	22,868	23,891	43,338	1,298,775	1,821,394	2,537,772	606,912	1,723,069	173,063	3	75,841	8	3	5,736,870	11	–

Inspector-General's Office,
Custom-House, London,
25 April 1835.

William Irving,
Inspector-General of Imports and Exports.

WOOL IMPORTED AND EXPORTED.

AN ACCOUNT of Wool imported, and of British Wool, Woollen Yarn and Woollen Manufactures exported, in the Year 1834.

(*Colonel Fox.*)

Ordered, by The House of Commons, *to be Printed,*
14 *May* 1835.

191.